



Highway Safety Plan FY 2016

Prepared By:

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SECTION ONE
Summary and State Highway Safety Office

Executive Summary

The State of Texas 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: National law enforcement mobilizations and sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits.

Texas will continue to focus on alcohol-related fatalities which continue to be a problem in Texas. NHTSA's Fatality Analysis Reporting System (FARS) reports 1,337 fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above in Texas during 2013.

Statewide surveys show that safety belt use by drivers and front seat passengers was at 90.74% in 2014. There were 900 unrestrained fatalities in Texas in 2013 according to FARS crash data, a slight decrease from 930 in 2012. Texas children were restrained at a rate of 86.3% in 2014 according to a study conducted by the Texas A&M Texas Transportation Institute. Texas will continue efforts to increase occupant restraint use in all passenger vehicles and trucks for drivers and front seat passengers for both adults and children.

Texas will continue to focus on motorcycle safety through motorcycle safety training, public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclist, such as the "share-the-road" safety messages developed using Share the Road model language. In 2016, Texas will dedicate approximately \$500,000 for one motorcycle focused public awareness campaign.

Texas will continue to develop and implement the statewide data system Crash Records Information System (CRIS) which will provide timely and effective data analysis to support allocation of highway safety resources. This includes the development and implementation of a Crash Reporting and Analysis for Safer Highways (CRASH) component of CRIS which will allow the local law enforcement community to submit crash reports electronically via the public internet. CRASH has built in real-time data checks and business rules to increase the accuracy. CRASH simplifies the data entry process by prompting the user through a series of menus and options.

TxDOT will continue to use various funds for the enhancement of purchased advertising for highway safety messages including impaired driving campaigns targeting young adults and college students, Christmas, the New Year's holiday campaign, summer months, and Texas Hispanics. The advertising will be implemented via grassroots outreach strategy and public and media relations, radio and television public service announcements, billboards and online advertising.

The Highway Safety Office

The Highway Safety Office (HSO) is managed by the Traffic Safety Section (TS) in the Traffic Operations Division (TRF) of the Texas Department of Transportation (TxDOT). The banners below outline the primary mission, goal, and strategy of the program that directly supports the TxDOT mission of "Work with others to provide safe and reliable transportation solutions for Texas."

MISSION STATEMENT

Operate in a manner that saves lives and prevents injuries.

GOAL

Identify traffic safety problem areas and programs to reduce the number and severity of traffic-related crashes, injuries, and fatalities.

STRATEGY

Use of information, technology, resources and skills to identify priority traffic safety issues, plan initiatives, generate coordinated action, and evaluate and communicate results.

The Texas Traffic Safety Program is managed by the TRF-TS, which is located at TxDOT headquarters in Austin, Texas. The Section is comprised of the traffic safety director, a programs director, two supervisors, two lead workers, a planner, a policy and procedures coordinator, an eGrants project manager, an eGrants business analyst, and seven program managers. Also, there are thirty (30) traffic safety specialists (TSS) located in the twenty five TxDOT districts throughout the state of Texas.

In addition, the State of Texas also utilizes private contractors including advertising agencies and other organizations to provide services such as the law enforcement liaison (LEL) program. Program funding is provided by the National Highway Traffic Safety Administration (NHTSA), a division of the U.S. Department of Transportation (USDOT). Over 300 traffic safety grants are awarded annually to state, local, and non-profit agencies across Texas.

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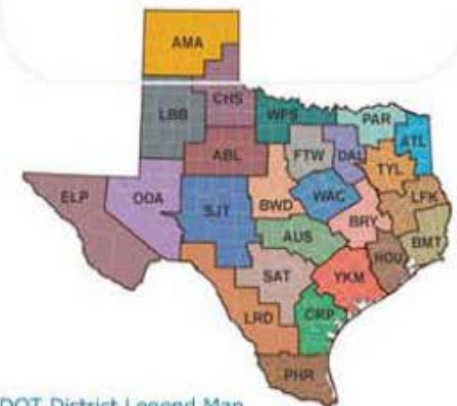
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TxDOT District Legend Map
As of 02/27/2015

SECTION Two

Planning Process and Procedures

A. Overview of Planning Process

Participants and Traffic Safety Partner Input

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

Externally, the TRF-TS staff regularly briefs groups and/or participates in meetings through Safe Communities coalitions, highway safety advocacy groups and others. The TRF-TS utilizes the various Strategic Highway Safety Plan (SHSP) meetings to obtain partner input and feedback. Additional data analysis, stakeholder meetings, and opportunities for partner feedback occur throughout the year to reassess areas of need and identify potential solutions. The TRF-TS considers the results of "rate-the-state" reviews by national organizations such as the Centers for Disease Control (CDC), National Highway Traffic Safety Administration (NHTSA) research and analysis, and others as appropriate.

Internally, the TRF-TS is staffed with program managers and traffic safety specialists who are constantly engaging with partners, subgrantees, and other subject matter experts. The TRF-TS has Law Enforcement Liaison's (LEL) under contract and available to meet with law enforcement partners throughout the fiscal year. The TRF-TS is in constant contact with the Crash Data and Analysis Section, Traffic Engineering, and other internal partners with TxDOT.

The TRF – TS continually works with stakeholders and partners in traffic safety. The TRF-TS hosts an annual statewide traffic safety conference to provide and solicit input from various highway safety stakeholders, with a main topical emphasis identified from year to year. The concerns of TRF-TS highway safety partners are solicited, heard, and discussed at conferences, workshops, and meetings throughout the year. At numerous forums, summits, meetings, workshops, coalition / task force meetings, and other events, State Agencies and organizations are continually consulted to offer input. These agencies include:

- The Texas Department of Public Safety Highway Patrol (DPS HP)
- Texas Department of Public Safety Driver's License Bureau (DPS DLB)
- Texas Department of State Health Services (TDSHS)
- Metropolitan Planning Organizations (MPO)
- Texas Education Agency (TEA)
- Texas Tech University (TTU)
- Texas Center for the Judiciary (TCJ)
- Texas Commission on Law Enforcement Officer Standards & Education (TCOLE)
- Texas District and County Attorney's Association (TDAA)

- Texas Municipal Police Association (TMPA)
- Texas Alcoholic Beverage Commission (TABC)
- Texas Impaired Driving Task Force
- Texas Motorcycle Safety Coalition (TMSC)
- State and district level Child Fatality Review Teams (CFRT)
- Councils of Governments
- Texas Safe Kids
- Other safety advocacy groups and minority concern groups.

Law Enforcement subgrantees are providing input through their Law Enforcement Liaisons (LEL), as well as through the grant proposal and monitoring process. Currently, TRF-TS has access to over 85 State, County, and local law enforcement agencies that can be utilized to provide feedback and information to TRF-TS.

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

Another component of the planning process is the TRF-TS's active membership to the Traffic Records Coordinating Committee (TRCC), a group of individuals dedicated to improving the state's traffic records systems. The TRCC includes representatives from the Texas Department of Transportation, The Texas Department of Public Safety, Texas Department of State Health Services, and the Texas Center for the Judiciary. The TRCC seeks to enhance the accessibility, accuracy, uniformity, and completeness of statewide traffic-related information. TxDOT TRF-TS may also seek public comments by posting a Request for Comments (RFC) on the Texas Register or by sending e-mail notifications to all registered users of eGrants.

Traffic Safety Data Sources

The State of Texas has various data sources that contribute to forming problem identifications and project and / or program evaluation. The majority of the data originates from TxDOT's Crash Records Information System (CRIS), which in turn, derives from individual Texas Peace Officers Accident Reports (Form ST-3).

Additional roadway inventory data from TxDOT's Transportation Planning and Programming Division (TPP) are merged with crash and injury-related information. As a result, vehicle miles traveled and roadway-specific characteristics analysis is accomplished. Crash data, driver, vehicle, roadway characteristics, and other contributing factors are collected from TxDOT.

Specific local crash data is collected at city and county levels. Local problem crash data typically consists of over-representation of crash causation factors on a specific segment of roadway, driver age groups, injuries per capita, alcohol, speed, etc. Safety belt and child passenger safety seat use data derives from local and statewide observational

surveys. Health, injury, and emergency response data is derived from Texas Department of State Health Services (TxDSHS).

CRIS data supports problem identifications at statewide and local levels. These range from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed toward identifying and quantifying specifically targeted local and statewide traffic safety problems. It must be recognized that because of minor differences in coding rules and data certification, FARS data and those data fields reported directly from the Texas Crash File are not always in synch.

Data sources may include any of the following:

- TxDOT Crash Records Information System (CRIS)
- Local police department (crash, arrest, and citation data)
- Department of State Health Services or regional or local health agencies
- Emergency medical service providers (EMS run data)
- Evaluations
- Surveys
- National or statewide studies (such as FARS, etc.)
- Local court system (disposition and sentencing data)
- TxDOT district traffic engineering and roadway analyses
- other sources such as interest groups, task forces, school districts, colleges, hospitals, universities, insurance companies, etc.

Data Glossary

All crash and casualty data in this document originate from Texas police crash reports as coded in two record systems: the Fatality Analysis and Reporting System and the Texas Crash Record Information System. Differences in coding, the variables coded and definitions of those variables render direct comparisons among the data in the systems problematic. Although in most cases differences among the data in the systems are negligible and practically insignificant, for several variables, the differences are notable. This is especially true for crashes (and the casualties sustained in those crashes) that involve alcohol and/or other drugs and to a lesser extent for crashes involving specific vehicle types. The definitions offered in the glossary are provided both to assist in clarifying those differences and to improve the precision of statements about the crash and casualty experience in Texas.

Alcohol-Related Crashes (or Casualties) - based on the highest BAC of involved drivers and motorcycle riders (operators) only: Crashes (or fatalities) in which at least one driver or motorcycle operator had a BAC \geq .08 g/dL. (Also referred to as "Alcohol-impaired driving crashes/casualties).

DUI-Related Crashes (or Casualties) - Alcohol or Other Drugs - CRIS: A BAC result >0.00 g/dL or a positive substance test result was indicated for at least one driver, or "had been

drinking," "under the influence of alcohol," "under the influence - drug" or "taking medication" was identified as a contributing factor

Intersection and Intersection-Related Crashes - CRIS: A crash in which the first harmful event occurred on an approach to or exit from an intersection and resulted from an activity, behavior or control related to the movement of traffic units through the intersection.

Large Truck-Involved Crashes (or Fatalities) - CRIS: All crashes involving at least one vehicle with a vehicle body type of "Semi-Trailer" or "Truck-Tractor."

Motor Vehicle-Related Bicycle Fatalities - CRIS: A death of a pedalcyclist resulting from a crash involving a motor vehicle. Bicyclist deaths and injuries unrelated to motor vehicle crashes are not included.

Motor Vehicle-Related Pedestrian Fatalities - FARS: All deaths of pedestrians resulting from a crash involving a motor vehicle.

Motorcyclist Fatalities - FARS: Data categorized as motorcyclist fatalities include fatalities to operators and passengers of vehicles identified in FARS as a: motorcycle, moped (motorized bicycle), three-wheel motorcycle or moped - not all-terrain vehicle, off-road motorcycle (2-wheel), other motored cycle type (minibikes, motor scooters), or unknown motored cycle type.

Railroad Grade Crossing Crashes - CRIS: Crashes at at-grade railroad/highway crossings, whether or not a train was involved – not limited to collisions with trains.

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

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

- (A) Incapacitating injury (A) - not able to walk, drive, etc.
- (B) Non-incapacitating injury (B) - bump on head, abrasions, minor lacerations
- (C) Possible injury (C) – e.g., limping, complaint of pain
- (D) Fatal injury (K) - a death that occurs within 30 days of the crash
- (E) Speeding-Related Crashes - FARS: Crashes in which at least one driver was driving too fast for conditions or in excess of the posted maximum limit.

Texas Population: (FARS) Population-based crash and casualty rates use Texas population estimates derived from FHWA's Highway Statistics and/or US Census Estimates for the relevant year. *CRIS:* Texas population data used for calculating population-based crash and casualty rates were obtained from the Texas State Data Center and Office of the State Demographer. Population-based crash and casualty rates through CY 2013 are based on Texas State Data Center population estimates. Population-based rates for 2014 and later use population projections. Projections are based on the "One- Half 1990-2000 Migration Scenario." Technical information can be found on-line at: <http://txsdc.utsa.edu/>.

Vehicle Miles Traveled (VMT) - FARS: All annual VMT-based crash and casualty rates, expressed in 100M VMT (100 million vehicles miles traveled, using FARS crash and casualty data are derived from FHWA's Highway Statistics for the relevant year. *CRIS:* All annual VMT estimates used in this document are derived from TXDOT's Transportation Planning and Programming Division's (TPP) estimates of daily vehicle miles traveled. These estimates include all vehicle miles on all roadways in Texas. Total VMT includes VMT on state, city and county-maintained roads. All mileage-based crash and casualty rates based on CRIS data use TPP VMT estimates as the denominator.

Work Zone Injuries and Fatalities - CRIS: Fatalities and serious injuries in crashes occurring in a Work Zone whether or not construction related.

B. Problem Identification Process

Participants and Traffic Safety Partner Input

Please refer to the list of traffic safety partners previously listed on page #11.

Data Sources

Please refer to the list of data sources previously listed on page #12.

Highway Safety Plan Development Calendar

Dates	Action	Details
Continuous	Meet with Stakeholders regularly and participate in local projects as possible.	On-going process for TRF-TS's program managers and traffic safety specialists (TSS)
October	Re-evaluation of HSP by State Highway Safety Office (TRF-TS) and Continue Planning Process	Review past /current year activity Obtain input from traffic safety community Crash data review Update problem identification
November	Solicitation of input from stakeholders / partners and continue planning process	Meet with key program partners Identify long-term strategies (3-5 years) Initiate grant development Validate draft strategies with program goals Create and deploy RFP for funding State assessment of the impact of the strategies
December / January	Finalize Grant Development Plans and continue planning process	Budget new federal dollars and carry forward funds Outline grant opportunities Submit prior year Annual Report
February / March	Grant Proposal Scoring and Approval Process	Score and rank submitted proposals Continue selection process for proposals Finalize budget
April	Projects Selected and HSP Development	Finalize negotiations with proposing agencies /organizations Begin organization of HSP Prepare funding recommendations for Commission
May	Finalize Project List and HSP	Present funding recommendations to Commission
June	Finalize HSP	Draft of HSP to NHTSA by June 1st Administrative review of projects and HSP Notify subgrantees of funded/rejected proposals Pre-award audits requested (If needed)
July	Submit for Approval	Submit HSP to NHTSA by July 1st for approval Distribute HSP to other Federal partners Prepare new projects for implementation
August / September	Implementation	Submit HSP changes to NHTSA based on review Receive HSP approval from NHTSA

Highway Safety Plan Development Calendar

Planning

Planning Process

The Texas highway safety planning process consists of multiple steps covered by three general topics. The TRF-TS utilizes a cyclical planning process that is in constant review, assessment, and modification. The process is reflected in the annual planning calendar in Table 1 on Page #16.



These steps are coordinated by the Planner, and this process is a continuing, on-going process of updating and adjusting based on available data and input.

Conduct Strategic Planning – The TRF-TS Program Planner coordinates the strategic planning process for the Traffic Safety Program. This involves the development of an informal five year strategic plan. It provides the general mission of the Traffic Safety Program and is created through a process that includes input from TRF-TS Project Managers and other program partners. Please refer to the list of traffic safety partners previously listed on page #11.

The planner(s) will coordinate and complete the following:

- Review of past and current data and trends
- Review past performance with program area managers
- Meet with and obtain input from traffic safety partners
- Review crash data analysis compiled by TxDOT and others
- Validate draft strategies and targets for statewide performance measures as evidence based

Stakeholder and partner input are gathered through various means including regular TRCC meetings, data analysis from traffic records (TxDOT, other State agencies, and local agencies), meetings of the Impaired Driving Task Force and Motorcycle Safety Coalition, grant monitoring sessions, coalition meetings with local law enforcement and partners, meetings and information sharing with Federal partners such as NHTSA and FHWA, studies and research projects of universities and institutions of higher learning, and survey results from media campaigns and institutions of higher learning. It is through the analysis and synthesis of the data described above and the stringent requirements placed on potential subgrantees and contractors that the State’s traffic safety problems are identified and prioritized for inclusion in the annual Texas HSP. The TRF-TS planner is responsible for compiling all available information and data analysis to document a data-driven problem identification, identification of emphasis program areas, and identification

of other topics that need to be addressed with the overall goal of the reduction of crashes, injuries, and deaths on Texas' highways and roadways.

Development of the Performance Plan – The TRF-TS Program Planner also coordinates the performance planning processes for the Traffic Safety Program. This involves an annual Performance Plan that details the priority traffic safety performance goals for the coming year. This plan is created through the strategic planning process above that includes input from TRF-TS Project Managers and is based on the informal Strategic Plan.

Using the information developed under the strategic planning process, the TRF-TS Planner will compile, analyze, and generate a HSP for the upcoming fiscal year, including:

- Comprehensive Statewide problem identification including all 14 program areas
- Review and selection of appropriate, evidence based performance measures
- Review and selection of appropriate, data driven targets for selected performance measures
- Selection of emphasis areas for priority funding consideration
- Analysis of available resources including Federal, State, and local funding sources
- A performance report consisting of the previous years' activity and performance measures

Update Policies and Procedures – The TRF-TS Policy and Procedures Coordinator manages the development, modification and distribution of all policies, procedures and training materials for the Traffic Safety Program. The Planner and the Policy coordinator meet on a regular basis to review and update versions of the policies and procedures manual on an on-going basis.

Coordination with the State Strategic Highway Safety Plan (SHSP) and the State Highway Improvement Plan (HSIP)

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

The SHSP is a data-driven, multi-year comprehensive plan that establishes statewide targets, objectives, and key emphasis areas and integrates the four E's of highway safety engineering, education, enforcement and emergency medical services (EMS). The SHSP allows highway safety programs and partners in the State to work together in an effort to align goals, leverage resources and collectively address the State's safety challenges.

The TxDOT is not only responsible for preparing, maintaining, and attempting to reach the goals of the HSP, but also the SHSP as well. The SHSP process is maintained through the Texas A&M University's Texas Transportation Institute.

The TRF-TS remains in contact and coordinates with TTI and other stakeholders (please refer to the list of traffic safety partners previously listed on page #11) to update the SHSP, share data using same set of data for common measures and same elements of consideration, and work towards to the goals identified in the SHSP. When goals are listed in the SHSP, especially the first three core measures, the HSP will mirror those goals in scope. When other goals in the SHSP are also listed in this HSP, when appropriate and reasonable, the HSP will mirror those goals as well. If goals required for the HSP are not present in the SHSP, then the TRF-TS will employ goal setting for those particular program areas.

C. Performance Measures and Targets

Participants and Traffic Safety Partner Input

Using the data and information gathered through the problem identification process, the TRF-TS selects key program areas for emphasis and coordinates the development of priority traffic safety performance targets, performance measures, and strategies for each program area using a planning process documented in the HSP. The TRF-TS coordinates the development of priority traffic safety strategies, targets/goals, and objectives for each program area using a strategic planning process. These strategies and targets/goals are carefully identified through the problem identification process. State and local agencies, as well as public and private organizations, then develop projects that can support and implement those strategies, which are included in the annual Highway Safety Plan (HSP). Beginning with MAP-21, 14 performance measures developed by the National Highway Traffic Safety Administration (NHTSA), in collaboration with the Governors Highway Safety Association (GHSA) and others, described in "Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025)", are required to be used as a minimum in developing the state's performance measures and targets. These 14 measures include 11 core outcome measures, one core behavior measure, and three activity measures. Therefore, it is essential for TRF-TS to examine each of the core measures as part of the initial problem identification process. The three activity measures must be reported annually.

Performance targets and performance measures have been developed for each program area that receives funding by TRF that incorporate the [Traffic Safety Performance Measures for States and Federal Agencies](#), identified above in the development of the HSP. Program areas outside of the GHSA-NHTSA Core performance measures have also been included, as sufficient justification for addressing those issues have been established

in the problem identification process and appropriate performance measures have been developed by TRF-TS. These performance measures contain:

- Documentation of current safety levels;
- Quantifiable annual performance targets, and;
- Justification for each performance target that explains why the target is appropriate and data driven.

The strategies, targets/goals, and performance measures for each of the program areas can be found in the Texas HSP. A chart containing Texas Traffic Safety targets, strategies, objectives, and measures is located under "Manuals & Reports" on the eGrants Resources Page, provides the goals and strategies of the Texas Traffic Safety Program and includes the most current status of the targets for the strategies and goals. Each project included in the HSP will address one or more of these targets/goals or strategies.

Traffic Safety Data Sources

The State of Texas has various data sources that contribute to forming performance measures and targets. The majority of the data originates from TxDOT's Crash Records Information System (CRIS), which in turn, derives from individual Texas Peace Officers Accident Reports (Form ST-3).

Additional roadway inventory data from TxDOT's Transportation Planning and Programming Division (TPP) are merged with crash and injury-related information. As a result, vehicle miles traveled and roadway-specific characteristics analysis is accomplished. Crash data, driver, vehicle, roadway characteristics, and other contributing factors are collected from TxDOT.

Specific local crash data is collected at city and county levels. Local problem crash data typically consists of over-representation of crash causation factors on a specific segment of roadway, driver age groups, injuries per capita, alcohol, speed, etc. Safety belt and child passenger safety seat use data derives from local and statewide observational surveys. Health, injury, and emergency response data is derived from Texas Department of State Health Services (TxDSHS).

CRIS data supports problem identifications at statewide and local levels. These range from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed toward identifying and quantifying specifically targeted local and statewide traffic safety problems. It must be recognized that because of minor differences in coding rules and data certification, FARS data and that reported directly from the Texas Crash File are not always in synch.

Data sources may include any of the following:

- TxDOT Crash Records Information System (CRIS)
- Local police department (crash, arrest, and citation data)
- Department of State Health Services or regional or local health agencies
- Emergency medical service providers (EMS run data)
- Evaluations such as NHTSA Program Assessments
- Surveys such as Seat Belt, Night Time Seat Belt & Child Restraint surveys
- National or statewide studies (such as FARS, etc.)
- Local court system (disposition and sentencing data)
- TxDOT district traffic engineering and roadway analyses
- other sources such as interest groups, task forces, school districts, colleges, hospitals, universities, insurance companies, etc.

Determining Performance Measures and Targets

Performance measures and targets have been developed by TRF-TS to improve safety on Texas roadways and reduce the number of crashes, injuries and fatalities. The TRF-TS has also included the "Traffic Safety Performance Measures for States and Federal agencies", defined by NHTSA and the GHSA. Core outcome measures are used to set national and State targets, allocate resources and measure overall progress. Behavioral Measures provide a link between specific activities and outcomes by assessing whether the activities have influenced behavior. Activity measures document program implementation and measure specific actions taken to reduce crashes, injuries and fatalities (a variety of actions taken by law enforcement, courts, media, education, and others). Surveys are used to track driver attitudes and awareness concerning impaired driving, seat belt use, and speeding issues. The TRF-TS establishes both short (1-2 years) and long term (3-5 years) targets for all fourteen program areas in the HSP.

TRF-TS will use linear trend analysis to form the new target(s). The linear trend analysis of different data sets including three and five years of raw data as well as the moving averages for those data sets are analyzed and used to determine the trend with the most appropriate "R" value. The short- (2 year) and long-term (4 years) goals are set by utilizing the slope equation of the linear trend of the data set selected and projecting the data forward to the needed future year(s). This methodology is employed to determine the baseline for the short- and long-term targets. The targets are determined based upon the direction and slope of the five-year trend.

When Core Measures are being projected, the state will use FARS data. The trends will be forecasted to establish where the trend lines are expected to fall based on the data. Once this data has been forecasted, reasonable and attainable targets will be set based on those forecasts in conjunction with the SHSP and the HSIP, as well as internal TxDOT targets and performance measures. These targets and benchmarks will be adjusted based on the availability of new data and re-projected to allow for changes in the trends.

While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope. When a positive slope is projected, and targets for reduction of this slope are desired, the target will be set at the slope calculation minus two percent (2%) of the original projection. Extremely high and low figures will be given special consideration when determining targets, and those targets may be adjusted based on the other available data to a reasonable level based on that data.

The TRF will attempt to reach these targets using a combination of grants and programs that are evidence based, and cover programming such as high visibility enforcement, paid media, training, and public information and education outreach in an attempt to modify behaviors that have been proven to lead to crashes. In order for grants proposals to be selected, proposals must show strategies, and objectives that are evidence based and can be shown to impact the program area. The "Countermeasures that Work" document is consulted often, and those projects that are selected are required to list objectives and strategies that complement those set by TxDOT in the HSP, SHSP, and the HSIP.

Coordination with the State Strategic Highway Safety Plan (SHSP) and the State Highway Improvement Plan (HSIP)

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

The SHSP is a data-driven, multi-year comprehensive plan that establishes statewide goals, objectives, and key emphasis areas and integrates the four E's of highway safety – engineering, education, enforcement and emergency medical services (EMS). The SHSP allows highway safety programs and partners in the State to work together in an effort to align goals, leverage resources and collectively address the State's safety challenges.

The TxDOT is not only responsible for preparing, maintaining, and attempting to reach the goals of the HSP, but also the SHSP as well. The SHSP process is maintained through the Texas A&M University's Texas Transportation Institute. The TRF-TS remains in contact and coordinates with TTI and other stakeholders to update the SHSP and work towards to the goals identified in the SHSP. When targets are listed in the SHSP, especially the first three core measures, the HSP will mirror those goals in scope. When other targets in the SHSP are also listed in this HSP, when appropriate and reasonable, the HSP will mirror those goals as well. If goals required for the HSP are not present in the SHSP, then the TRF-TS will employ goal setting for those particular program areas.

Core Performance Measures

Objectives and performance measures have been developed by TRF-TS to improve safety on Texas roadways to set targets with the overall goal to reduce the number of crashes, injuries and fatalities. The charting of these targets is completed at the end of the process when all data analysis, traffic safety partner input, and TRF-TS input are complete. The TRF-TS has included the Traffic Safety Performance Measures for States and Federal Agencies, defined by NHTSA and the Governors Highway Safety Association (GHSA).

Performance Measure	Description	Data Source	HSP Page #
Core Outcomes			
C-1	Number of traffic fatalities	FARS	39
C-2	Number of serious injuries in traffic crashes	TxDOT	40
C-3	Fatalities/VMT (including rural, urban, and total fatalities)	FARS	41,42
C-4	# of unrestrained passenger vehicle occupant fatalities, all seat positions	FARS	43
C-5	# of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher	FARS	44
C-6	Number of speeding-related fatalities	FARS	45
C-7	Number of motorcyclist fatalities	FARS	46
C-8	Number of un-helmeted motorcyclist fatalities	FARS	47
C-9	Number of drivers 20 or younger involved in fatal crashes	FARS	48
C-10	Number of pedestrian fatalities	FARS	49
C-11	Number of bicycle fatalities	FARS	50
Behavioral Measure			
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	Survey	51
Activity Measures			
A-1	Number of seat belt citations issued during grant funded enforcement activities	Egrants	52
A-2	Number of impaired driving arrests made during grant funded enforcement activities	Egrants	53
A-3	Number of speeding citations issued during grant funded enforcement activities	Egrants	54
Survey			
Survey - 1	NHTSA and GHSA's Survey of Driver attitudes and Awareness Concerning impaired driving, seat belt use, And speeding Issues.	Survey	n/a

D. Evidence Based Strategy and Project Selection

Participants and Traffic Safety Partner Input

Evidence based strategy selection as well as the project selection process input is limited to TRF-TS employees. Scoring teams, reviewers, and other TRF-TS Staff involved in the selection process are comprised of Traffic Safety Specialists, Lead Workers, Supervisors, and the management team of the TRF-TS.

Data Sources

During the scoring of the proposals that have been submitted under a "Request for Proposals" (RFP), the only data that may be considered during scoring by the scoring team must be contained in the problem identification and proposed solution contained on the proposal. Research online or other outside research of the proposal, program, or data is not allowed by TRF-TS policy. The scorers must score and make determination based on the submitted proposal without outside influences.

Solicitation of Proposal Process and Grant Development

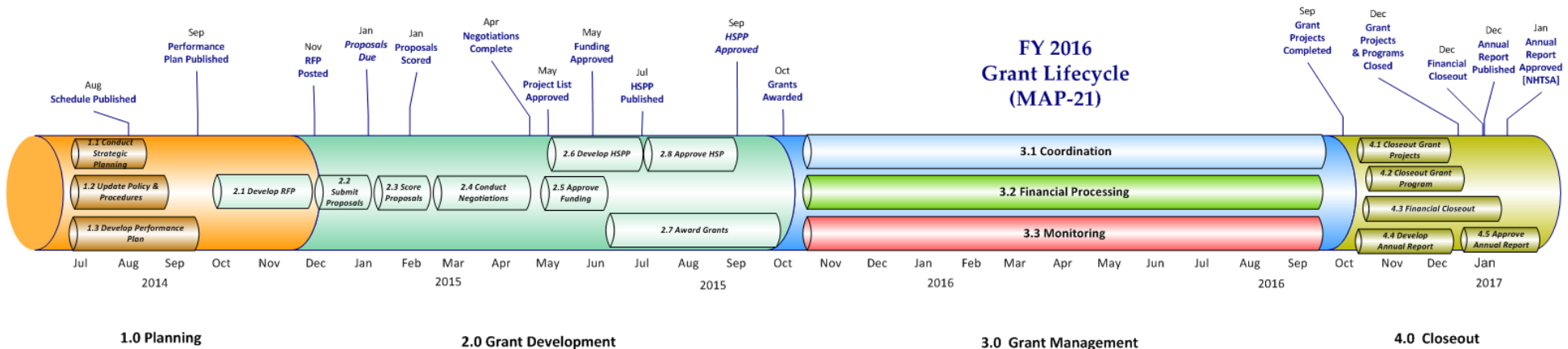
State agencies and other eligible organizations interested in traffic safety issues submit project proposals when requested by the TRF. These project proposals constitute the organizations' traffic safety intentions and can be submitted for any program area, depending on the interests of the particular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

In order to be eligible for a traffic safety grant, an organization must be a State or local government agency, an educational institution, or a non-profit organization. Grants are awarded based on merit and scoring, including a specific proposed project, relevancy to the current traffic safety issues as identified by Texas, and approved funding by the Texas Transportation Commission.

The TRF-TS uses these highway safety project proposals in the development of the State Highway Safety Plan (HSP). All Proposals, including internal TxDOT projects, are managed through the TxDOT Traffic Safety Electronic Grants Management System (eGrants).

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

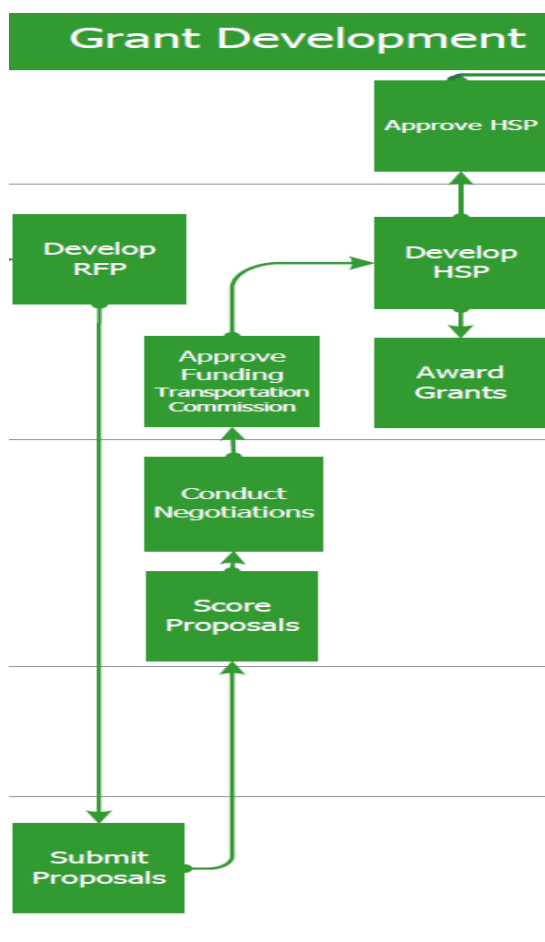
Texas Traffic Safety Process – FY 2016 Grant Lifecycle



Submitted proposals follow the above referenced flow, and at a minimum must contain a relevant and current data driven problem identification, a list of attainable and reasonable targets, and a plan to meet the objectives in the proposal.

Proposals are required to fall under one of the following fourteen Program Areas:

- | | |
|---------------------------------------|---|
| 01 – Planning and Administration (PA) | 02– Alcohol and other Drugs (AL) |
| 03 – Emergency Medical Services (EM) | 04 – Motorcycle Safety (MC) |
| 05 – Occupant Protection (OP) | 06 – Pedestrian / Bicycle Safety (PS) |
| 07 – Police Traffic Services (PT) | 08 – Speed Control (SC) |
| 09 – Traffic Records (TR) | 10 – Driver Education and Behavior (DE) |
| 11 – Railroad Grade Crossings (RH) | 12 – Roadway Safety (RS) |
| 13 – Safe Communities Program (SA) | 14 – School Bus Safety (SB) |



Once the RFP process is complete, a list of submitted proposals is generated that meets the minimum qualifications for funding. These proposals are separated by program area and assigned to scoring teams. Scoring teams are comprised of TRF-TS program managers, Traffic Safety Specialists (TSSs) and other staff. Individuals on a scoring team serve one of two functions.

➤ *Reviewer* - Reviewers assigned to a scoring team are responsible for scoring assigned proposals within a designated time period. Proposals can be scored via a computer with internet access. Scoring consists of:

- Adding internal comments, if needed, to any of the proposal pages. Reviewers do not combine comments on one page, but post comments directly on the page in question.
- Selecting the appropriate response to score each question and saving the score sheet

- Completing scoring by notifying the appropriate team leader upon completion of their scoring prior to final submission of their scores. A pre-scoring conference call is held with each scoring team.
- *Team Leader*- The team leader does not score proposals and is responsible for organizing/conducting conference calls with their assigned scoring team. A team leader's duties consist of:
 - Serving as the point of contact for questions from the team, and coordinating responses from reviewers during the scoring process
 - Checking the progress of the team during the scoring period
 - Reviewing proposal internal comments submitted by the reviewer forwarding proposals from teams once all reviewer comments and scores have been entered.

Scoring team members will review and evaluate each non-STEP related Traffic Safety proposal for applicability to Texas and community traffic safety problems. Each qualifying General project proposal will be scored based on the following criteria:

- strength of problem identification supported with verifiable, current, and appropriate documentation of the state or local traffic safety problem
- quality of the proposed solution plan as evidence based and its contribution to achievement of the State's performance measures
- realistic objectives, performance measures, targets, and activities
- cost eligibility
- percent of matching funding proposed
- reasonable and necessary budget.

The subgrantees prior performance and grade will be reviewed as a component of the subgrantees "demonstrated effectiveness" in providing traffic safety projects and will be considered during the awarding of projects. After all proposals are scored, TRF-TS staff will check the proposing agency's performance grade for the project's previous grant period. Agency projects that received a grade of A, B, or C will be determined to have provided sound performance in the administration of the grant during the previous grant period. Projects that receive a "D" grade should not be awarded a grant through the current year's RFP process unless it is determined to be in the best interest of TRF-TS to do so. In these cases, the agency will be considered a "high risk" subgrantee and will be expected to demonstrate improved performance through the first three months of the grant period. Agency projects that received an "F" grade should not be funded through the current RFP cycle. All first-year traffic safety projects will be considered neutral in the grading process and will be viewed as having received a "C" grade the prior year.

Selective Traffic Enforcement Program (STEP) proposals will be graded electronically in eGrants and will be based on the number of KAB crashes (K = killed, A = incapacitating injury, B = non-incapacitating injury) per 10,000 population from the preceding year's population data established from the Population Estimating Program published by the Texas State Data Center and Office of the State Demographer. Other scoring criteria for STEP projects include the proposed STEP indicator, the proposed matching contribution, and the proposed number of Public Information and Education (PI&E) objectives.

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

After the grading is complete, the TRF-TS planner will develop a preliminary project list, ranked by score and program area. Projects will then be selected from this list of eligible projects based on factors such as score, program area, potential impact on traffic safety problem, and available funding and resources. After analysis of the available crash data,

traffic safety partner input, and TRF-TS input, and selection for funding, proposals to the Texas traffic safety program are divided into three categories:

a. Core Competencies

These are programs which have the most direct impact on the number of traffic fatalities in the state. Reductions in fatalities caused by factors covered in core competencies have the greatest ability to decrease loss of life significantly in Texas. The core competencies are police traffic services (to include all types of enforcement and Police Traffic Services Support), all alcohol countermeasures, motorcycle safety, pedestrian and bicycle safety, Driver Education and Behavior, and all occupant protection measures, except public information and education. Core competencies account for 77.92% of funding.

b. Core Auxiliaries

These are programs that support the core competencies and have a multiplier effect, meaning the effort expended in the core competency is increased in value and effect. The core auxiliaries are public information and education and traffic records. Core Auxiliaries account for 18.69% of funding.

c. Contiguous Competencies

These are programs that have an effect on the number of traffic fatalities in Texas, but the loss of life in these areas, and therefore the potential saving of life, is less. The contiguous competencies are emergency medical services support, roadway safety, and Safe Communities processes. Contiguous competencies account for 3.39% of funding.

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

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

At the conclusion of the negotiation period, the project is listed on the final funding list and added to the HSP final document in preparation for approval by the Texas Transportation Commission and submission to NHTSA as part of the Highway Safety Plan.

Evidence Based Countermeasures Assurances

The State of Texas utilizes a strategy in developing its countermeasure program and selecting the projects that will allow Texas to meet the highway safety performance targets. These selected countermeasures must be evidence based.

In selecting the strategies and projects, Texas is guided by the data and data analysis supporting the effectiveness of the proposed countermeasures and the emphasis areas in the State strategic highway safety plan. Innovative countermeasures that may not be scientifically proven to work but that contain promise based on limited practical applications are encouraged when a clear data-driven safety need has been identified. As evidence of potential success, justification of new countermeasures can also be based on the prior success of specific elements from other effective countermeasures.

Texas accepts and generally funds programs that fall into the following categories that have shown to be evidence based and have the greatest impact on traffic safety issues. These categories include:

- (1) Law Enforcement or other training and education for providers of traffic safety programs such as standardized field sobriety testing certification (SFST), drug recognition and evaluation program (DRE), and other law enforcement related training.
- (2) High visibility enforcement programs for increased enforcement of occupant protection such as seat belt and child restraint enforcement, alcohol and impaired driving enforcement, speed enforcement, distracted driving enforcement, or intersection enforcement by State and local law enforcement agencies.
- (3) High visibility communications program to increase public awareness of enhanced enforcement or problem areas / topics.
- (4) Public information and education activities that educate and raise awareness amongst the general public regarding traffic safety issues. These include material distribution, press events, and other direct engagement with the motoring public with information and education materials.

In addition, the State of Texas provides the assurances that it will implement activities in direct support of national high-visibility law enforcement mobilizations coordinated by the Secretary of Transportation. Texas also describes in this HSP the State's planned high visibility enforcement strategies to support national mobilizations.

Preliminary Budget and Available Resources

The State of Texas draws from all available resources to fund and operate a comprehensive Highway Safety Plan. Multiple sources of funding are identified and utilized to allow TRF-TS to establish, maintain, and improve upon the highway safety programming. These funding sources include the following:

1. Federal Funds awarded under MAP-21 Sections 402 and 405
2. State Dollars from the TxDOT budget and other state sources
3. State Dollars from dedicated funding mechanisms based on program area
4. Local Match provided by subgrantees as a condition of receiving federal awards
5. Any program income generated by subgrantees safety programs (if generated)
6. In-kind Match from other State agencies within Texas

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SUMMARY OF PLANNED FUNDING

Program Area	# Proj	Total	FEDERAL					MATCH			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	PR. INCOME	LOCAL	
Planning and Administration	5	\$4,063,874.49	\$524,129.35					\$3,496,915.00	\$0.00	\$42,830.14	
Alcohol and Other Drug Counter Measures	150	\$46,601,457.66	\$1,574,737.93	\$673,220.91		\$14,216,203.62		\$300,000.00	\$8,000.00	\$29,829,295.20	\$432,597.70
Emergency Medical Services	1	\$1,306,589.92	\$469,220.54					\$0.00	\$0.00	\$837,369.38	
Motorcycle Safety	4	\$1,738,394.69	\$590,623.86				\$500,000.00	\$0.00	\$0.00	\$647,770.83	
Occupant Protection	94	\$11,766,464.27		\$6,496,787.67				\$0.00	\$10,000.00	\$5,259,676.60	
Pedestrian and Bicyclist Safety	13	\$1,650,342.54	\$1,181,448.28					\$0.00	\$0.00	\$468,894.26	\$841,593.21
Police Traffic Services	64	\$17,818,857.07	\$10,963,101.36					\$0.00	\$0.00	\$6,855,755.71	\$10,156,969.28
Speed Control	11	\$890,812.13	\$575,236.07					\$0.00	\$0.00	\$315,576.06	\$575,236.07
Traffic Records	18	\$12,369,303.93			\$8,013,948.69			\$2,819,084.00	\$0.00	\$1,536,271.24	
Driver Education and Behavior	15	\$20,377,303.89	\$3,020,341.33	\$87,000.00				\$7,500,000.00	\$0.00	\$9,769,962.56	\$684,217.76
Railroad / Highway Crossing	1	\$112,753.40		\$72,199.40				\$0.00	\$0.00	\$40,554.00	
Roadway Safety	1	\$1,205,367.72		\$486,392.92				\$0.00	\$0.00	\$718,974.80	
Safe Communities	2	\$302,202.07	\$59,602.37	\$150,001.92				\$0.00	\$0.00	\$92,597.78	
School Bus	1	\$191,925.68	\$105,414.68					\$0.00	\$0.00	\$86,511.00	
TOTALS:	380	\$120,395,649.46	\$19,063,855.77	\$7,965,602.82	\$8,013,948.69	\$14,216,203.62	\$500,000.00	\$14,115,999.00	\$18,000.00	\$56,502,039.56	\$12,690,614.02

Assessment of Countermeasure Strategy

The effectiveness of any countermeasure can vary immensely from State to State or community to community. The best countermeasure may have little effect if it is not implemented vigorously, publicized extensively, and funded satisfactorily¹.

The State of Texas strives to implement highly effective countermeasures with data driven targets and objectives. Texas employs a detailed and competitive planning, data analysis, and proposal process to ensure that the countermeasures selected are of high quality and have the best opportunity to show success in each program area.

Periodic high-intensity and sustained high-visibility enforcement efforts, supported by a coordinated media plan, are proven effective countermeasures for reducing impaired-driving fatalities². High visibility enforcement, training, public information and education efforts, and high visibility media campaigns all receive high marks in the "Countermeasures that Work" publication and various other sources as to their effectiveness.

This, along with the project monitoring process, the planning process, and the data analysis process give the State of Texas the best opportunity to succeed in reducing the number of deaths, injuries, and property damage due to vehicle crashes.

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¹ *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. 7th Edition. U.S. Government Printing Office, Washington D.C. 2013.

² *The Nation's Top Strategies to Stop Impaired Driving*". National Highway Traffic Safety Administration. www.nhtsa.gov. Retrieved from: <http://www.nhtsa.gov/people/injury/alcohol/StrategiesStopID/pages/HVE.html>

SECTION Three

Performance Plan

A. Problem Identification

Texas, the largest state in the contiguous United States, is bounded by Oklahoma (N); Arkansas (NE); Louisiana (E); the Gulf of Mexico (SE); Mexico, (SW); and New Mexico (W). North to south, Texas stretches 801 miles and the longest east-west distance is 773 miles. The state encompasses 261,797 square miles of land and 6,784 square miles of water. The 2010 U.S. Census indicated that, 46 percent of the population was Anglo, 38 percent Hispanic, 12 percent Black, and 4 percent 'other' racial/ethnic groups. About 27 percent of the population is less than 18 years-old, 63 percent is 18-64, and 10 percent is 65 or older³.

The 2014 US Census estimates data shows that Texas has a population of 26,956,958⁴, an increase of 1.8 million people (7.2%) since 2010. Texans live in 254 counties that range from 86 people (Loving) to 4,441,370 people (Harris), and approximately 1,215 incorporated cities ranging from 35 people (Impact) to 2,195,914 people (Houston).

As of February 2015, there are 24,192,822 million registered vehicles in the state, including rental trailers, exempt vehicles and other special categories⁵. Licensed drivers numbered 16,579,591 in 2014.

There are approximately 80,268 centerline miles of state-maintained roadways, including 3,272 miles of Interstate highways, 12,062 miles of US highways and 16,411 miles of Texas State highways. Another 40,932 miles on the state system are designated as Farm or Ranch to Market roads⁶. In addition to the state-maintained roads, there are approximately 311,249 miles of city and county-maintained streets and highways. While only 26 percent of roadways in Texas are state maintained, 74 percent of all vehicle miles traveled (VMT) occurs on state-maintained highways. In 2010, the average daily VMT on state maintained highways was 475.4 million miles. The average daily VMT on all roadways in the state was 641 million miles. The average annual VMT on state-maintained highways was 234 billion miles; 172 billion on all state roadways.

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

³ United States Census Bureau, retrieved from: <http://quickfacts.census.gov/qfd/states/48000.html> retrieved on 18 March 2015.

⁴ United States Census. Annual Estimates of Resident Population, April 2010 – April 2014. Retrieved from <http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkml> on 04/15/2015.

⁵ Report provided via email by Texas Department of Motor Vehicles, Vehicle Titles and Registration Division, as of 02/05/2015.

⁶ Texas Department of Transportation Pocket Facts, FY 2013. Retrieved from http://ftp.dot.state.tx.us/pub/txdot-info/gpa/pocket_facts.pdf as of 04/15/2015.

The State of Texas, over the last five years, has had, on average, 3,194 fatalities. There was upward movement in 2013 from a low of 3,023 recorded in 2010 to 3,408 in 2012. 2013 FARS data shows that there were 3,382 fatalities, a slight reduction from 2012. Preliminary fatal crashes for 2014 show a slight increase from the 3,037 recorded in 2012 to 3,054 in 2013. However, when looking at the trends for the last five years of FARS data, in addition to the preliminary 2014 data available in CRIS, Texas is showing an upward trend in both fatalities and fatal crashes. When these trends are forecasted, the data projects an increase in fatalities in 2016 to 3,718 along with 3,365 fatal crashes. By 2018, Texas projects an increase to 4,004 fatalities resulting from 3,564 fatal crashes.

Texas has seen a large increase in the number of reportable serious injuries from a low of 15,276 in 2010 to 17,136 reported in 2014, an increase of 11%.

Texas ranks in the top 10 states nationally (5th) for the sixth consecutive year for alcohol-related fatalities per 100 million vehicle miles traveled. Alcohol-related is defined as one or more of the vehicle or motorcycle operators involved in a fatal crash tested with a blood alcohol concentration of 0.08% by volume or above, which is the legal limit to drive within the State of Texas.

There were 900 unrestrained fatalities in Texas in 2013, which is a 3.0% decrease from 2012. 40.8% of the fatalities, where restraint usage was applicable and known, were unrestrained. The drop in unrestrained fatalities can be attributed to a 27.2% decline in unrestrained two door passenger car fatalities and an 18.8% decline in unrestrained SUV fatalities. There was a 8.2% increase in unrestrained fatalities in pickup trucks. The 2014 survey of child restraint usage revealed that 86.3% of children were restrained in a child safety seat or seat belt in some manner. This is the slight decline from the rate that was observed in 2012. Children ages 5-13 years were more likely to be restrained in the back seat than those riding in the front, as 96.9% were observed buckled up in the rear seats.

In 2013, the State of Texas began using a new survey methodology to measure seat belt usage rate. This new survey instrument prevents a true comparison to usage rates measured in previous years, thus effectively establishing a new baseline for future comparison of trends. For 2014, Texas has a seat belt usage rate of 90.74% and this is the 9th consecutive year of 90% or greater usage rates for Texas.

Motorcycle fatalities and crashes in Texas have followed the national trend for the previous ten years and motorcycle crashes are heavily overrepresented in the total number of motor vehicle crashes. In 2013, Motorcycles registrations comprise approximately 2% of the vehicle mix in Texas, yet they account for approximately 14.7% of all traffic fatalities. Texas has experienced growth in the number of motorcycles on its roads over the course of time, as well as additional licensed operators. As of January

2015, Texas shows 440,492 vehicles registered as a motorcycle⁷, which has almost doubled since 2000, and an increase of 36,860 motorcycles since 2014.

While Texas has a relatively high voluntary helmet usage rate for a state with no universal mandatory helmet law (66.2%), the lack of helmet usage in fatal crashes continues to be an aggravating factor. The 20-29 year old age range shows the most crashes overall of all age groups, followed by 40-49 year olds. While the 40-49 years of age group shows lower helmet use, The largest group of riders in Texas are the 20-29 year old group.

Pedestrian fatalities account for 14.1% of all Texas fatalities in 2013. Texas recorded a low of 357 pedestrian deaths in both 2009 and 2010. In 2013, Texas recorded 480 pedestrian fatalities, which is a decrease of 2 from 2012, but an increase of 130 since 2009. A vast majority of these fatalities were recorded in urban areas of the State, specifically Houston, Austin, Dallas, Fort Worth, and El Paso. Pedestrians injured have climbed from a low of 2,760 in 2009 to a high of 3,163 in 2014.

Bicycles account for about 1.5% of all Texas fatalities, and there were 48 bicyclist fatalities in Texas in 2013, a decrease from 56 in 2012. The number of bicyclists injured has climbed from a low of 1,238 in 2009 to 1,461 in 2013. There was a decline in injured bicyclists in 2014, down to 1,429.

There are currently 10,743 miles of rail track in Texas. Texas has the most public grade crossings of any other state at 9,817. Texas has 20% more crossings than the second highest state which is Illinois with 7,838. Texas also reports the second highest number of fatalities at public crossings behind California. Compared to all of the states, Texas crossing fatality rates rank 14th per 100 crossings, 16th per 100,000 registered vehicles, and 22nd per 100,000 vehicle miles traveled (VMT)⁸.

Each year in Texas, there are approximately 15,000 crashes and more than 100 people killed in highway construction and maintenance zones. Motorists traveling through work zones make up the majority of fatalities. In Texas, there can be as many as 2,500 active work zones at any given time. There are currently 20 active work zones along Interstate 35 in Texas, encompassing 109.6 miles from north to south.

Areas of Emphasis

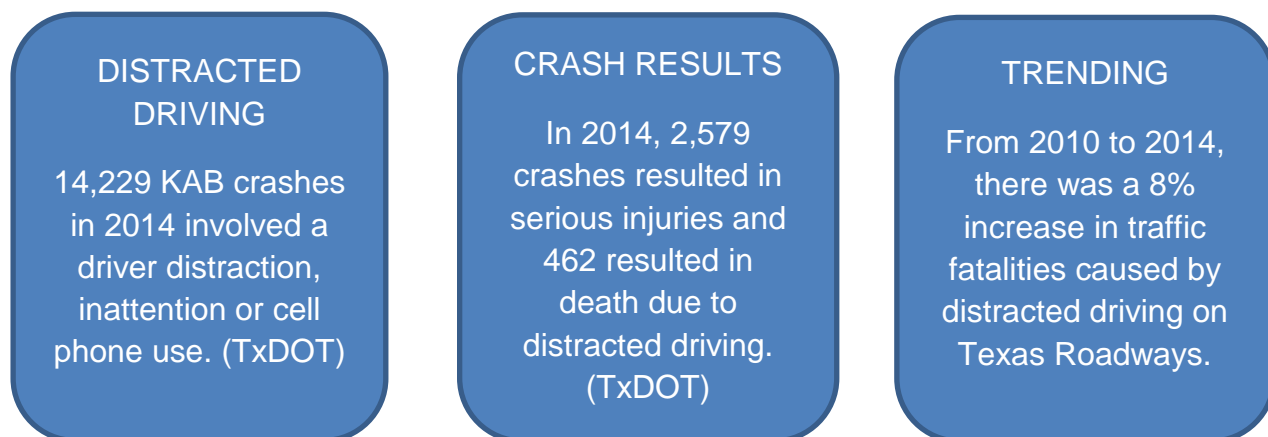
The areas of emphasis include problems identified by Texas as needing extra attention in an effort to improve traffic safety and fatalities. Additional Texas data can be found in the charts included in each program section.

⁷ Report provided via email by Texas Department of Motor Vehicle, Vehicle Titles and Registration Division, as of 01/10/2015.

⁸ Texas Highway-Rail Grade Crossing Safety Action Plan, 2011

- Total Fatalities /Injuries - In 2013, there were 3,382 traffic fatalities (FARS) and in 2013 there were 16,803 serious injuries in traffic crashes (TxDOT).
- Impaired Driving - There were 1,337 alcohol impaired driving fatalities in 2013 (FARS) in Texas. Texas ranks 5th in the nation for the number of alcohol-related fatalities per 100 VMT traveled, and Texas is classified as a mid-range fatality state eligible for MAP-21 Section 405(D) funding.
- Motorcycles – There were 491 motorcyclist fatalities in 2013 (FARS), of which 279 (56.8%) were not wearing a helmet.
- Safety Belts – Texas recorded a safety belt usage rate of 90.74%⁹ using the new survey methodology in TTI’s statewide survey for front seat drivers and passengers. A TTI Survey of Child Restraint Use in Fourteen Texas Cities showed 86.3 % of the 13,521 children observed were restrained in a child safety seat or vehicle safety belt in some manner¹⁰.
- Speeding - Of the 3,382 crash fatalities in 2013, 1,175 (34.7%) were speeding-related (FARS)

The issue of distracted driving is in the news on a state, local, and national level at this time. Communication device misuse includes all forms of mobile phones and digital devices. Texting, talking, emailing, and internet use has become more prevalent. 2014 contributing factors and crashes are described below, and TxDOT will continue to work on this emerging issue.



Outcomes of SHSP and HSIP Coordination Process

The TxDOT is not only responsible for preparing, maintaining, and attempting to reach the goals of the HSP, but also the SHSP as well. The SHSP process is maintained through the Texas A&M University’s Texas Transportation Institute.

⁹ 2014 Texas Statewide Survey of Seat Belt and Motorcycle Helmet Use. Texas A&M University, Texas Transportation Institute, Center for Transportation Safety. August, 2014.

¹⁰ 2014 Survey of Child Restraint Usage in 14 Texas Cities. Texas A&M University, Texas Transportation Institute, Center for Transportation Safety. August, 2014.

The TRF-TS remains in contact and coordinates with TTI and other stakeholders (please refer to the list of traffic safety partners previously listed on page #11) to update the SHSP and work towards the goals identified in the SHSP. When goals are listed in the SHSP, especially the first three core measures, the HSP will mirror those goals in scope. When other goals in the SHSP are also listed in this HSP, when appropriate and reasonable, the HSP will mirror those goals as well. If goals required for the HSP are not present in the SHSP, then the TRF-TS will employ goal setting for those particular program areas.

As a result, these three plans are synched and striving to match in as many areas as possible to ensure a common vision and direction. The charts containing the data for core measures #1, #2, and #3 listed on pages 39, 40, and 41, is also contained in the strategic highway safety plan. The core measures contained in these three plans match and have the identical outcomes.

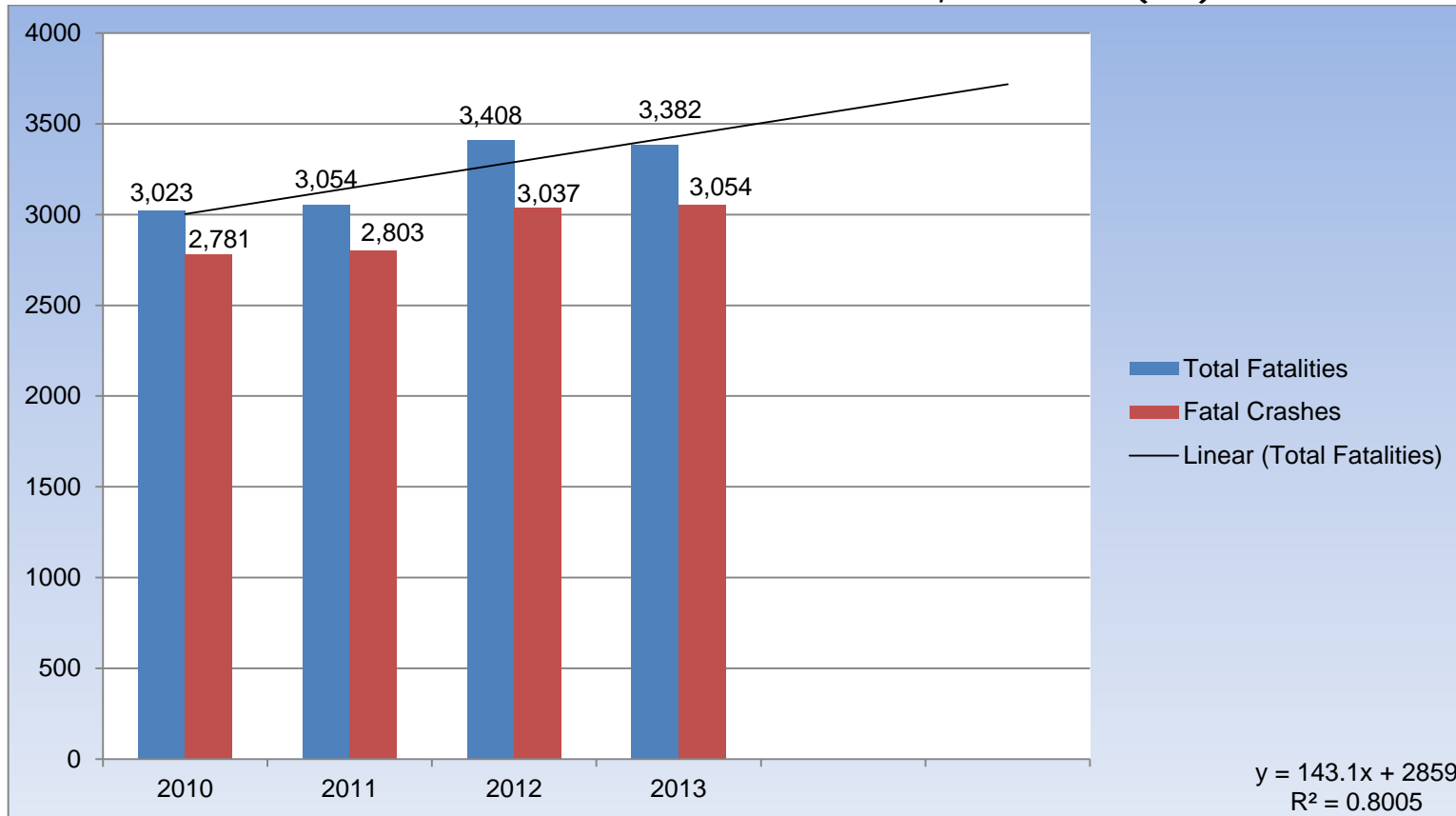
Quantifiable Targets by Program Area and Core Measure

After careful consideration of the data from sources included on pages 12-13, anecdotal information, and analysis of the data and information available, the TRF-TS has determined and set performance targets for 28 separate measures to ensure the success of the traffic safety program.

The charts on pages 39 through 68 detail and describe the following:

- Name of performance measure and core measure identifier if appropriate (C-#)
- A short statement of the problem ID
- The most current data in line chart form showing:
 - ✓ The raw or averaged numbers appropriate for the performance measure
 - ✓ The trend line of that data including the "R" factor
 - ✓ 2 year projections at the current trend
 - ✓ Data source, data type, (3 / 5 year average, Raw), and data pull date
- One Short term target (1 year)
- One Long term target (2 years)

State of Texas: Fatal Crashes and Fatalities, 2010-2013 (C-1)

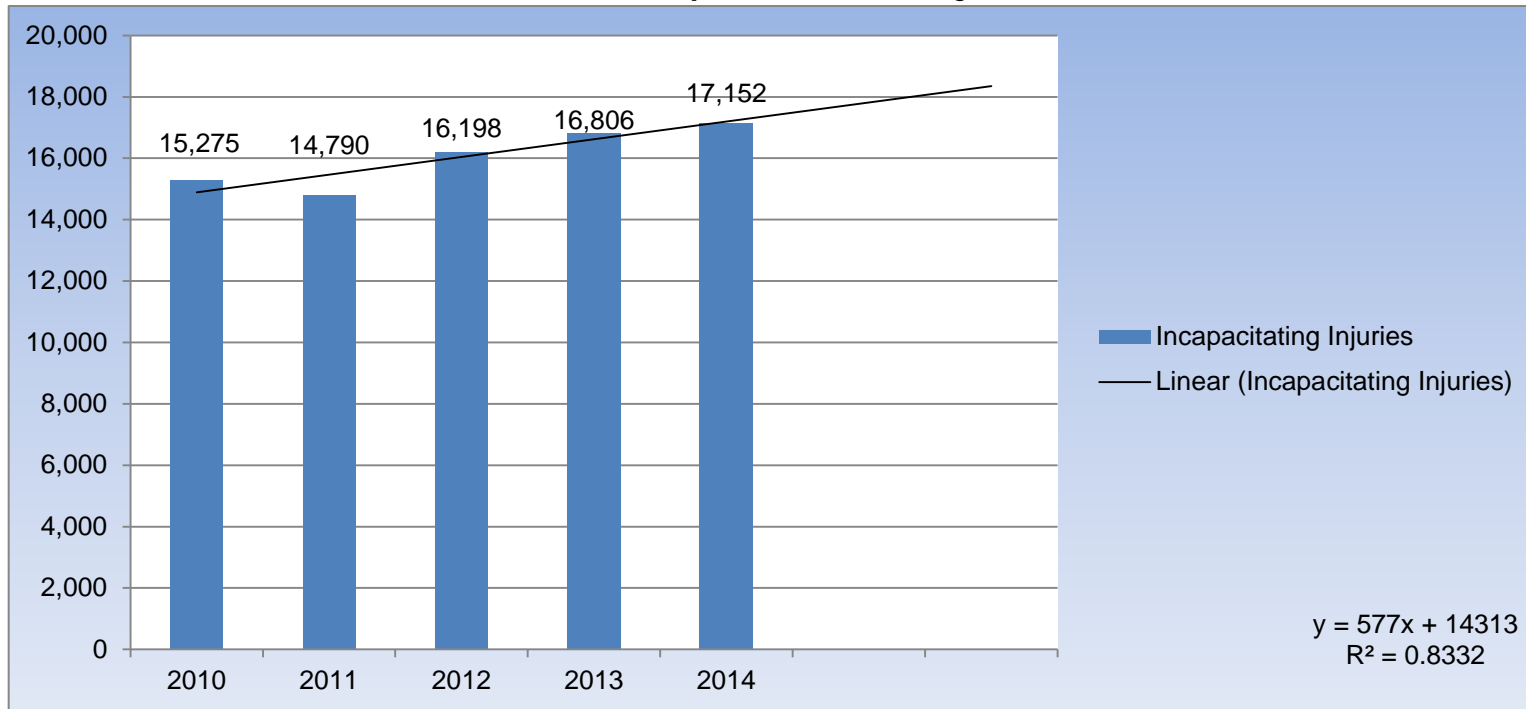


Source: Fatality Analysis Reporting System (FARS, April 21st, 2015).

Current trend projections using FARS data indicate that for 2016, the State of Texas can expect to report 3,718 fatalities. By 2018, Texas can expect to report 4,004 fatalities. Due to the upward movement of fatalities and fatal crashes, goals will be set to arrest this increase.

- Performance Measure:** Total number of traffic fatalities (C-1)
- Short-term Target (2016):** To decrease the expected rise of fatalities from 3,382 in 2013 to not more than 3,643 fatalities in 2016
- Long Term Target (2018):** To decrease the expected rise of fatalities from 3,382 in 2013 to not more than 3,924 fatalities in 2018

State of Texas: Number of Reported Serious Injuries, 2010-2014 (C-2)

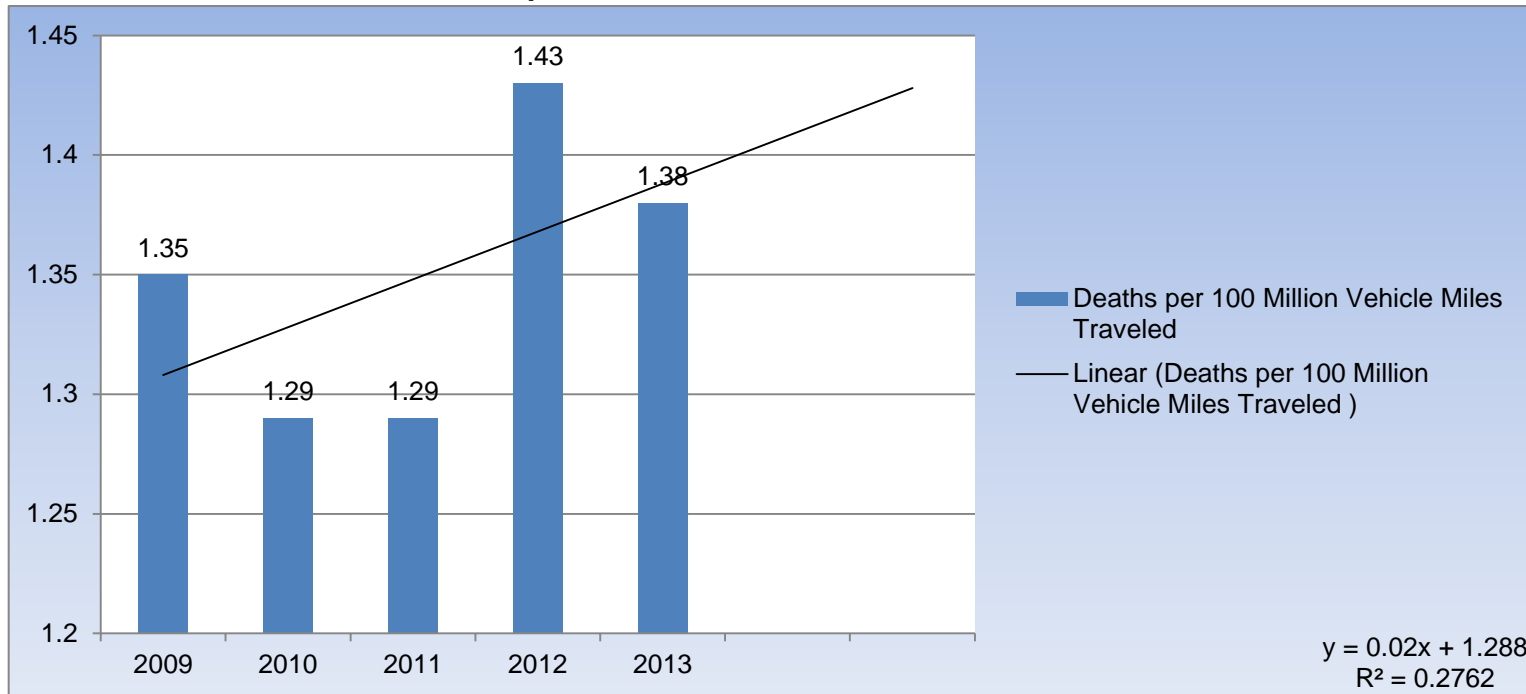


Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 15th, 2015.

Current trend projections using CRIS data for FY 2014 indicate that for 2016, the State of Texas can expect to report 17,775 serious injuries. By 2018, Texas can expect to report 18,929 serious injuries. Due to the upward movement of fatalities and fatal crashes, goals will be set to arrest this increase.

- Performance Measure:** Total number of reported serious injuries (C-2)
- Short-term Target (2016):** To decrease the expected rise of serious injuries from 17,152 in 2014 to not more than 17,420 in 2016
- Long Term Target (2018):** To decrease the expected rise of serious injuries from 17,152 in 2014 to not more than 18,550 in 2018

State of Texas: Deaths per 100 Million Vehicle Miles Traveled, 2009-2013 (C-3)

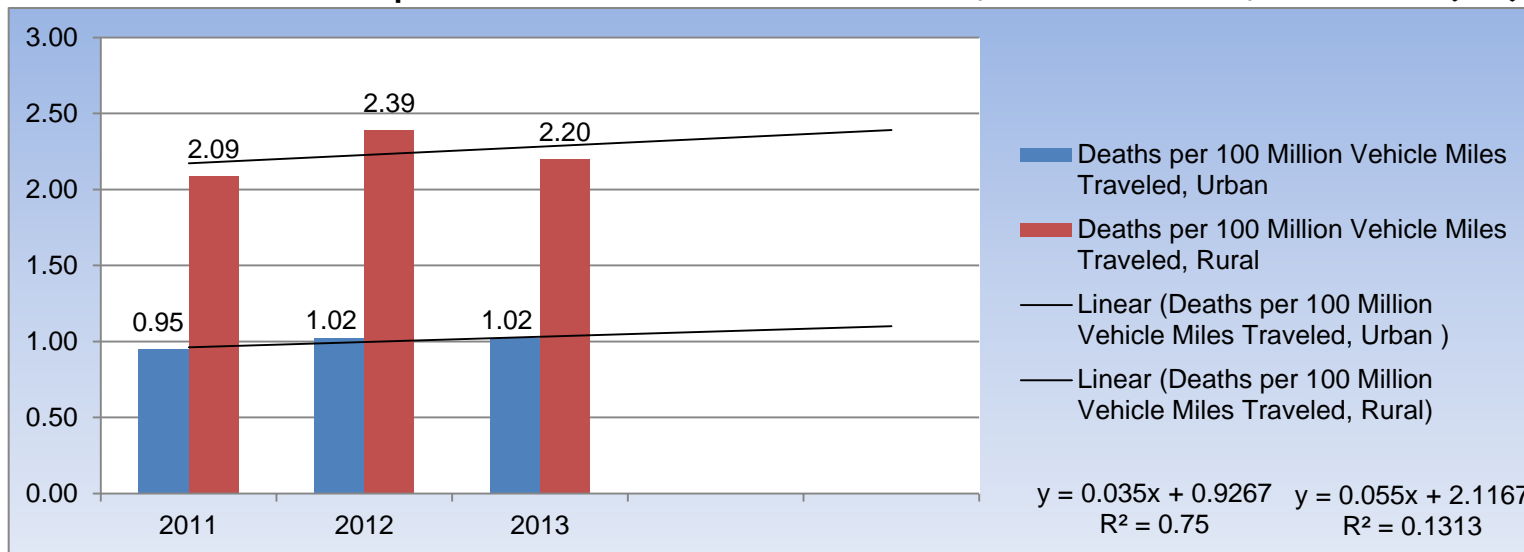


Fatality Analysis Reporting System (FARS, April 21st, 2015).

Current trend projections using FARS data for FY 2013 indicate that for 2016, the State of Texas can expect to report a VMT rate of 1.43. By 2018, Texas can expect to report a VMT rate of 1.47. Due to the upward movement of fatalities and fatal crashes, goals will be set to arrest this increase.

- Performance Measure:** Deaths per 100 million vehicle miles traveled (C-3)
- Short-term Target (2016):** To decrease the expected rise of VMT rate from 1.38 in 2013 to not more than 1.40 in 2016
- Long Term Target (2018):** To decrease the expected rise of VMT rate from 1.38 in 2013 to not more than 1.44 in 2018

State of Texas: Deaths per 100 Million Vehicle Miles Traveled, Urban and Rural, 2011-2013 (C-3)



Fatality Analysis Reporting System (FARS, April 21st, 2015).

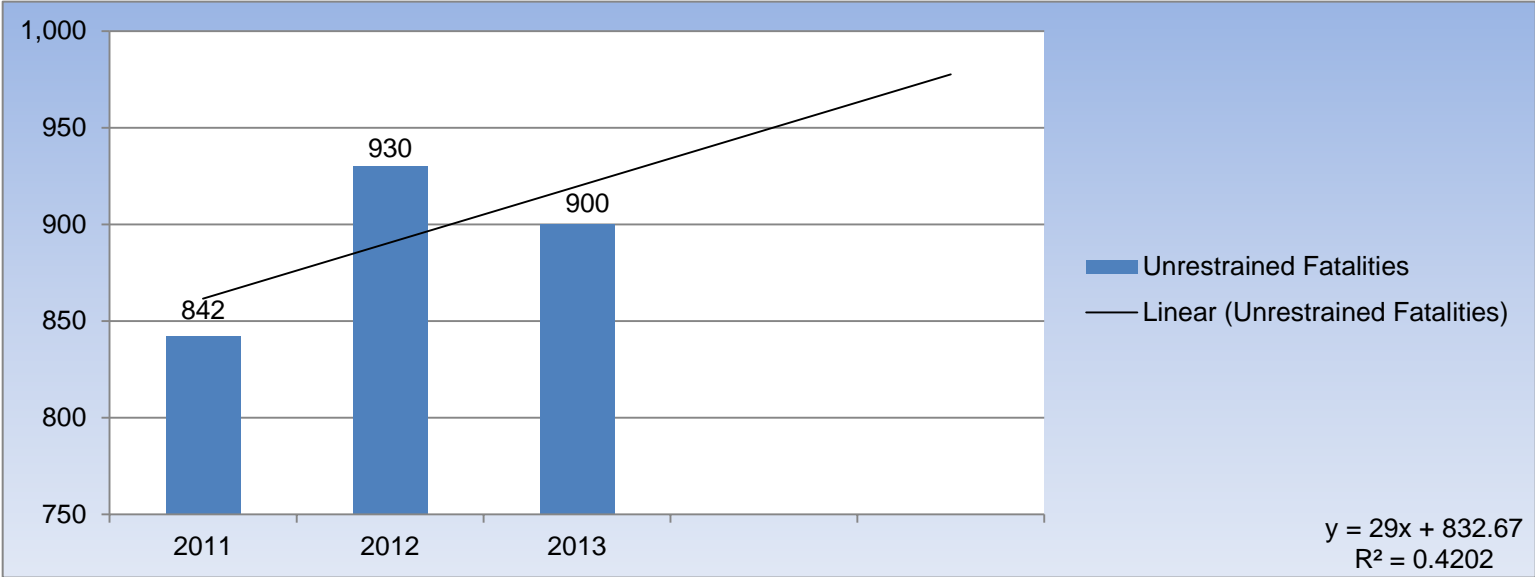
Current trend projections using FARS data for FY 2013 indicate that for 2016, the State of Texas can expect to report an urban VMT rate of 1.10, and a rural VMT rate of 2.39. By 2018, Texas can expect to report an urban VMT rate of 1.17 and a rural VMT rate of 2.56.

Performance Measure: Deaths per 100 million vehicle miles traveled, urban and rural (C-3)

Short-term Target (2016): To decrease the expected rise of the urban VMT rate from 1.02 in 2013 to not more than 1.08 in 2016
 To decrease the expected rise of the rural VMT rate from 2.20 in 2013 to not more than 2.34 in 2016

Long Term Target (2018): To decrease the expected rise of urban VMT rate from 1.02 in 2013 to not more than 1.15 in 2018
 To decrease the expected rise of rural VMT rate from 2.20 in 2013 to not more than 2.51 in 2018

State of Texas: Unrestrained Fatalities, 2011-2013 (C-4)

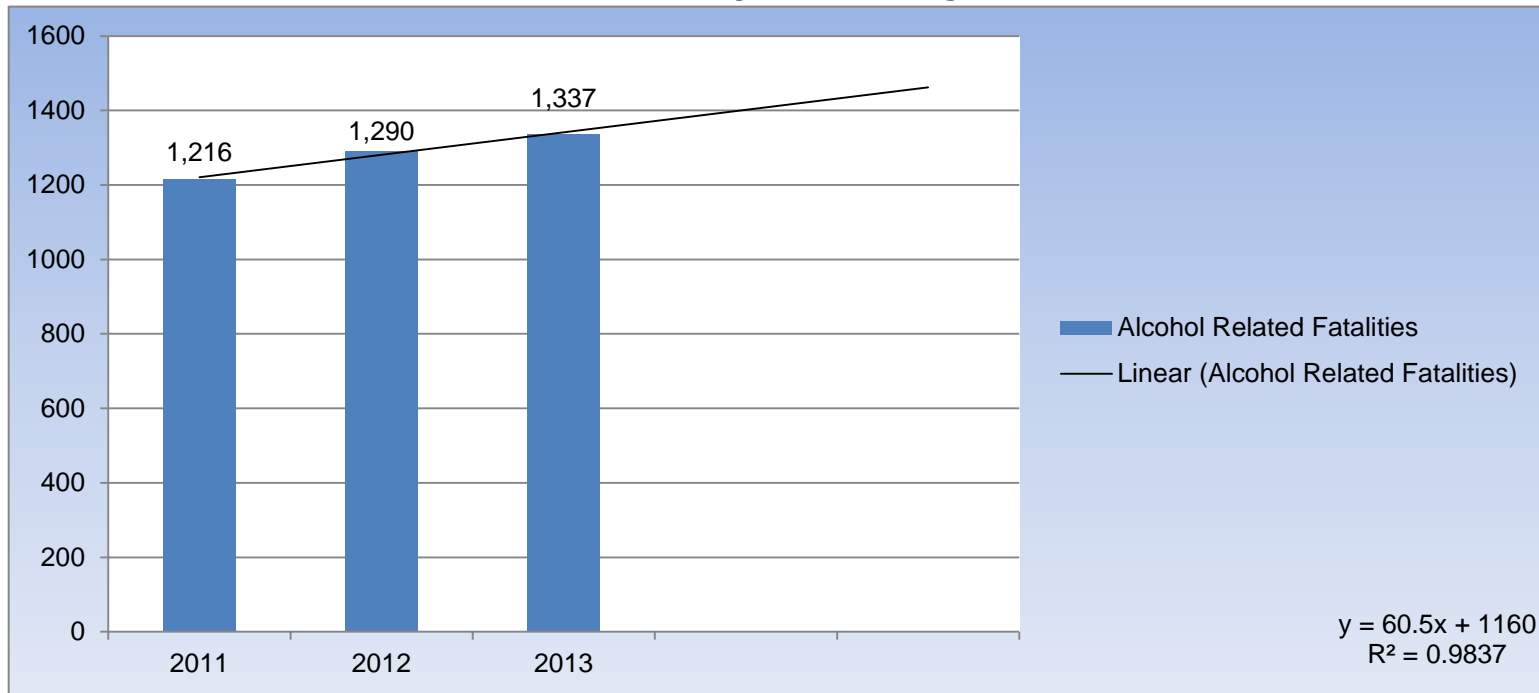


Fatality Analysis Reporting System (FARS, April 21st, 2015).

Current trend projections using FARS data for FY 2013 indicate that for 2016, the State of Texas can expect to report 978 unrestrained fatalities. By 2018, Texas can expect to report 1,036 unrestrained fatalities. Due to the upward movement of fatalities and fatal crashes, goals will be set to arrest this increase.

- Performance Measure:** Number of Unrestrained Fatalities (C-3)
- Short-term Target (2016):** To decrease the expected rise of unrestrained fatalities from 900 in 2013 to not more than 958 in 2016
- Long Term Target (2018):** To decrease the expected rise of unrestrained fatalities from 900 in 2013 to not more than 1,015 in 2018

State of Texas: Alcohol Impaired Driving Fatalities, 2011-2013 (C-5)

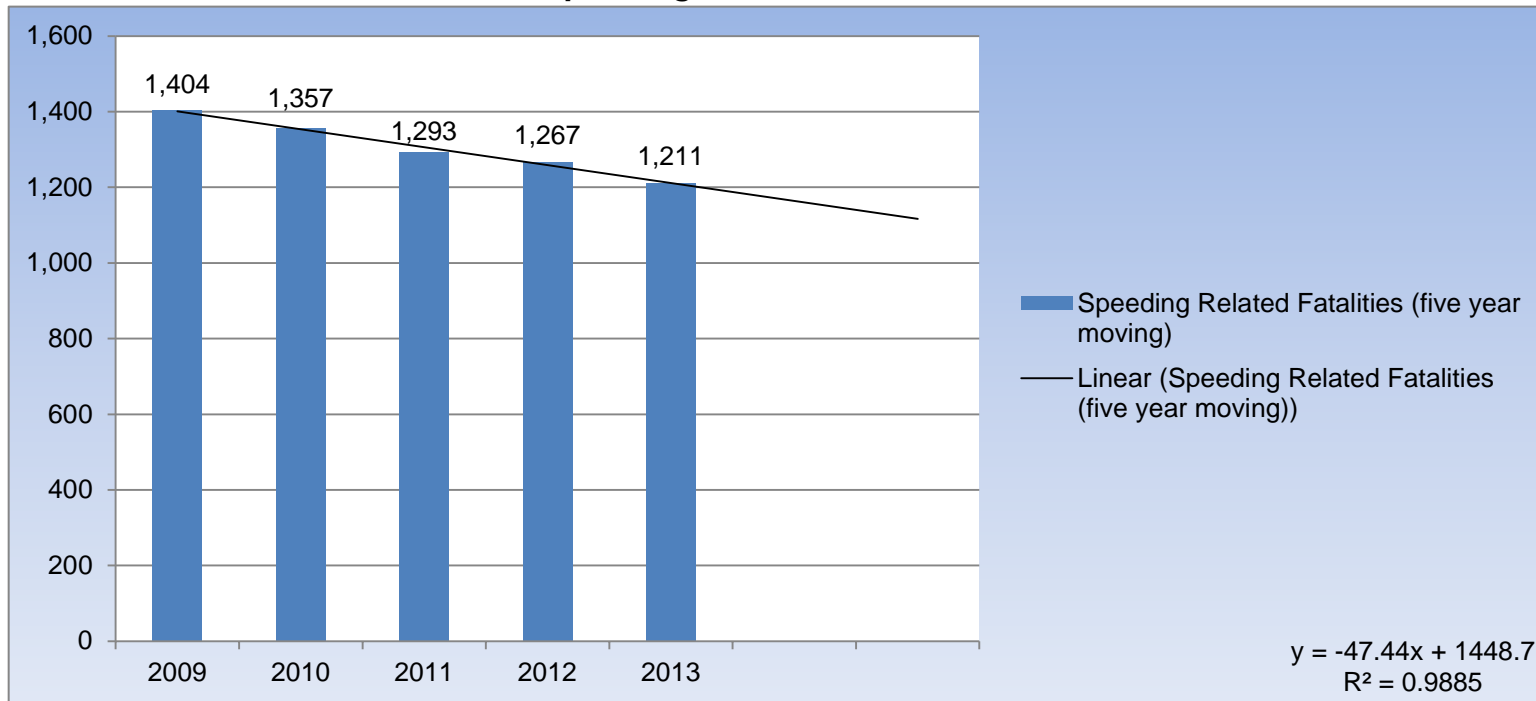


Fatality Analysis Reporting System (FARS, April 21st, 2015).

Current trend projections using FARS data for FY 2013 indicate that for 2016, the State of Texas can expect to report 1,463 alcohol impaired driving fatalities. By 2018, Texas can expect to report 1,584 alcohol impaired driving fatalities. Due to the upward movement of fatalities and fatal crashes, goals will be set to arrest this increase.

- Performance Measure:** Number of fatalities involving driver or motorcycle operator with 0.08 BAC or above (C-5)
- Short-term Target (2016):** To decrease the expected rise of alcohol-related fatalities from 1,337 in 2013 to not more than 1,433 in 2016
- Long Term Target (2018):** To decrease the expected rise of alcohol-related fatalities from 1,337 in 2013 to not more than 1,552 in 2018

State of Texas: Speeding Related Fatalities, 2009-2013 (C-6)



Fatality Analysis Reporting System (FARS, April 21st, 2015).

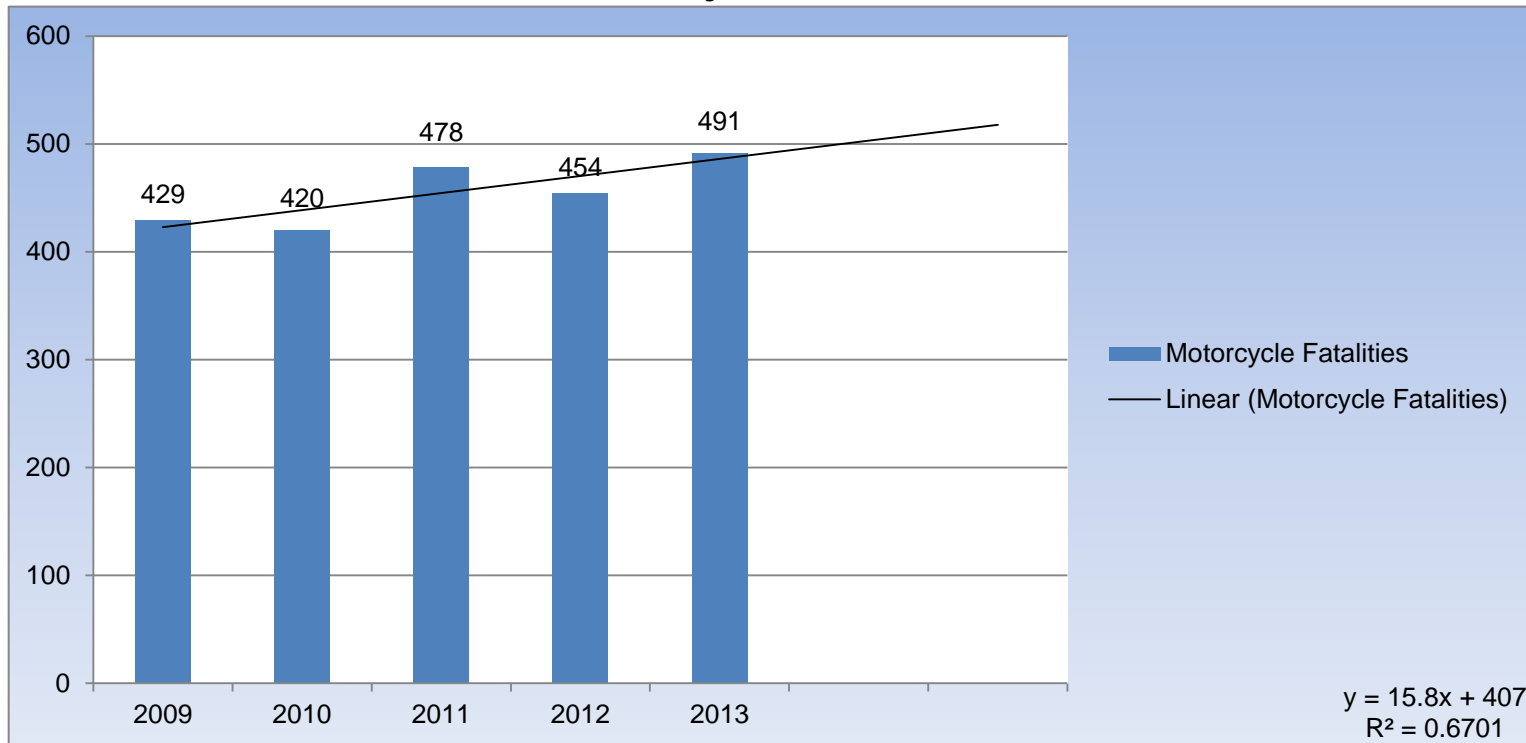
Current trend projections using FARS data for FY 2013 indicate that for 2016, the State of Texas can expect to report 1,117 speeding related fatalities. By 2018, Texas can expect to report 1,022 speeding related fatalities.

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

Short-term Target (2016): To decrease the number of speeding related fatalities from 1,211 in 2013 to 1,116 in 2016

Long Term Target (2018): To decrease the number of speeding related fatalities from 1,211 in 2013 to 1,021 in 2018

State of Texas: Motorcycle Fatalities, 2009-2013 (C-7)



Fatality Analysis Reporting System (FARS, April 21st, 2015).

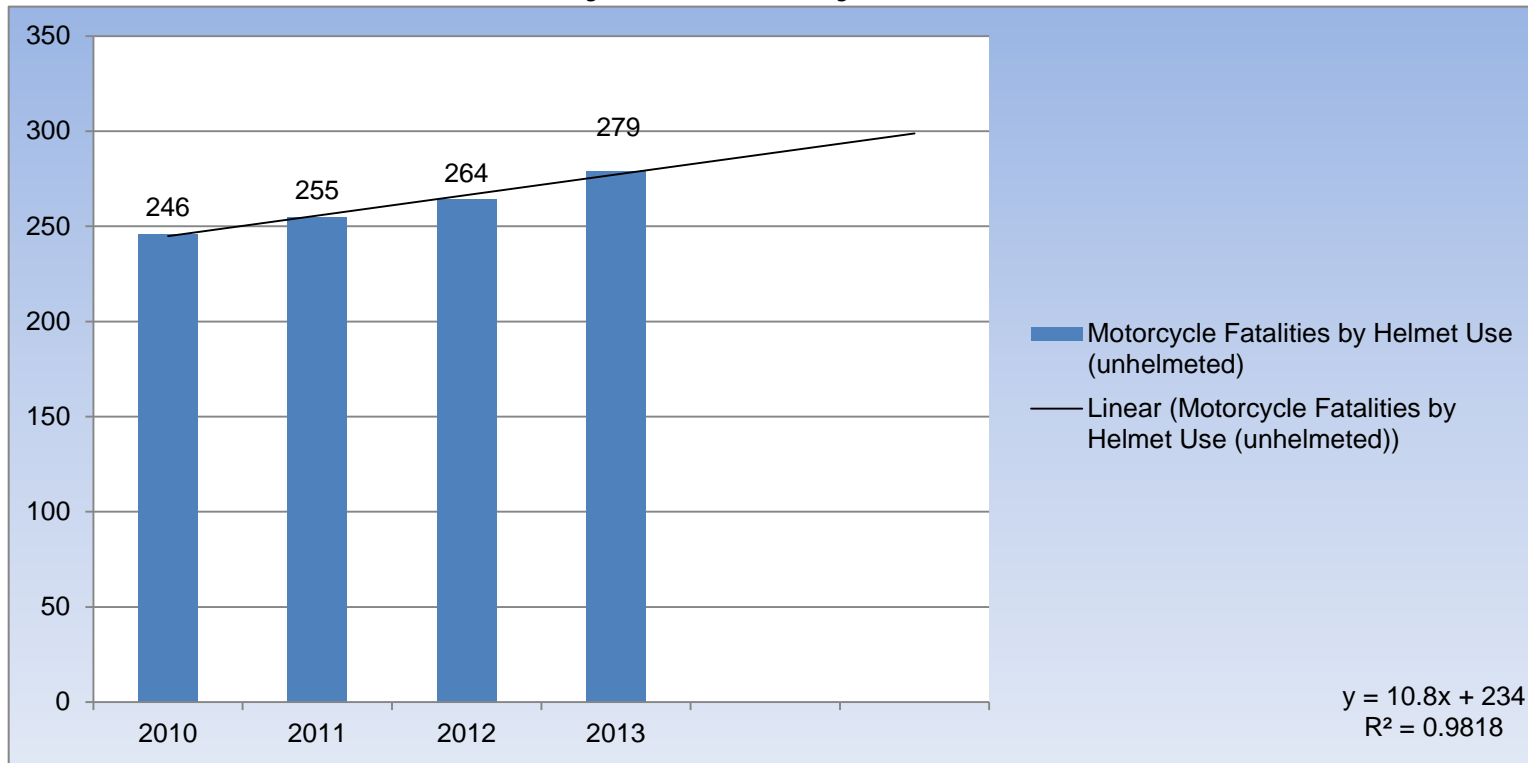
Current trend projections using FARS data for FY 2013 indicate that for 2016, the State of Texas can expect to report 518 motorcycle related fatalities. By 2018, Texas can expect to report 549 motorcycle related fatalities. Due to the upward movement of fatalities and fatal crashes, goals will be set to arrest this increase.

Performance Measure: Number of motorcycle related fatalities (C-7)

Short-term Target (2016): To decrease the expected rise of motorcycle related fatalities from 491 in 2013 to not more than 507 in 2016

Long Term Target (2018): To decrease the expected rise of motorcycle related fatalities from 491 in 2013 to not more than 538 in 2018

State of Texas: Motorcycle Fatalities by Helmet Use, 2010-2013 (C-8)

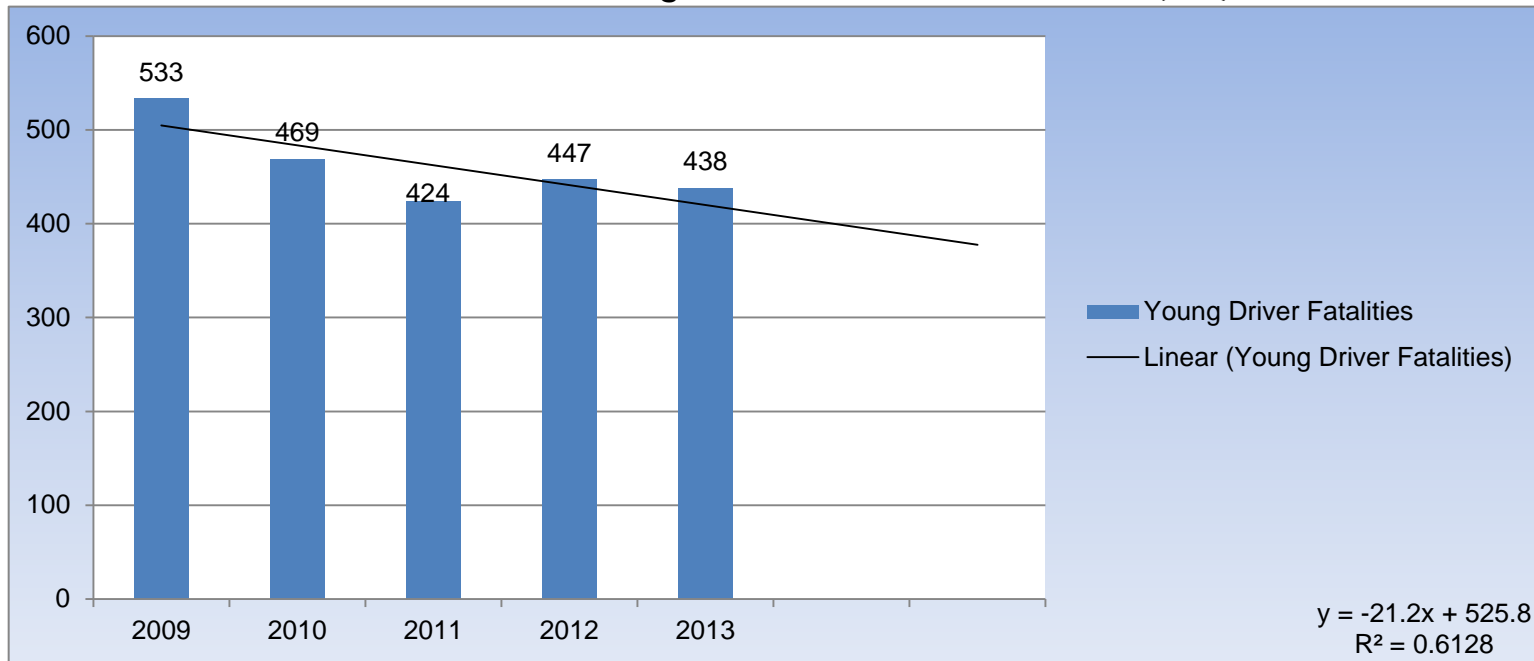


Fatality Analysis Reporting System (FARS, April 21st, 2015).

Current trend projections using FARS data for FY 2013 indicate that for 2016, the State of Texas can expect to report 299 unhelmeted motorcycle related fatalities. By 2018, Texas can expect to report 320 unhelmeted motorcycle related fatalities.

- Performance Measure:** Number of unhelmeted motorcycle related fatalities (C-8)
- Short-term Target (2016):** To decrease the expected rise of unhelmeted motorcycle related fatalities from 279 in 2013 to not more than 293 in 2016
- Long Term Target (2018):** To decrease the expected rise of unhelmeted motorcycle related fatalities from 279 in 2013 to not more than 314 in 2018

State of Texas: Young Driver Fatalities, 2009-2013 (C-9)

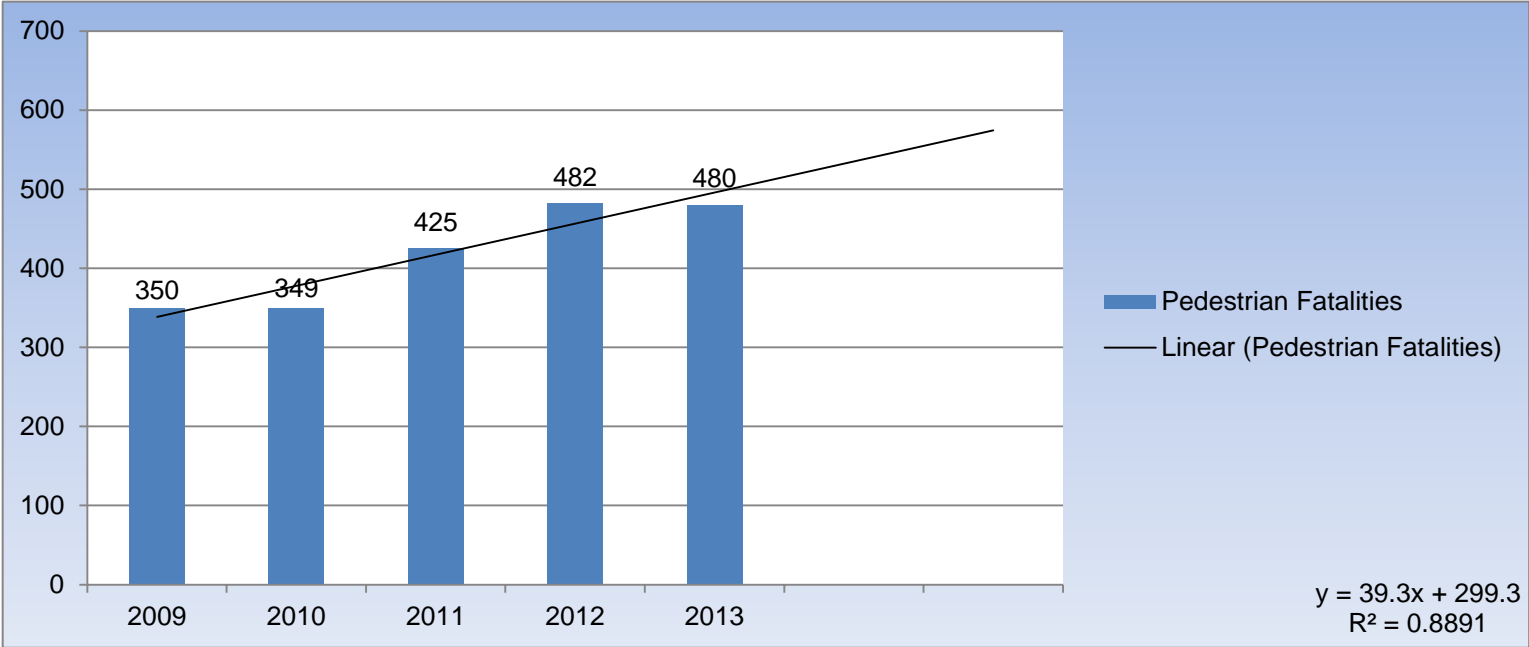


Fatality Analysis Reporting System (FARS, April 21st, 2015).

Current trend projections using FARS data for FY 2013 indicate that for 2016, the State of Texas can expect to report 380 young driver related fatalities. By 2018, Texas can expect to report 338 young driver related fatalities.

- Performance Measure:** Number of young driver (Age 16-20) related fatalities (C-9)
- Short-term Target (2016):** To decrease the number of young driver (Age 15-20) related fatalities from 438 in 2013 to 379 in 2016
- Long Term Target (2018):** To decrease the number of young driver (Age 15-20) related fatalities from 438 in 2013 to 337 in 2018

State of Texas: Pedestrian Fatalities, 2009-2013 (C-10)

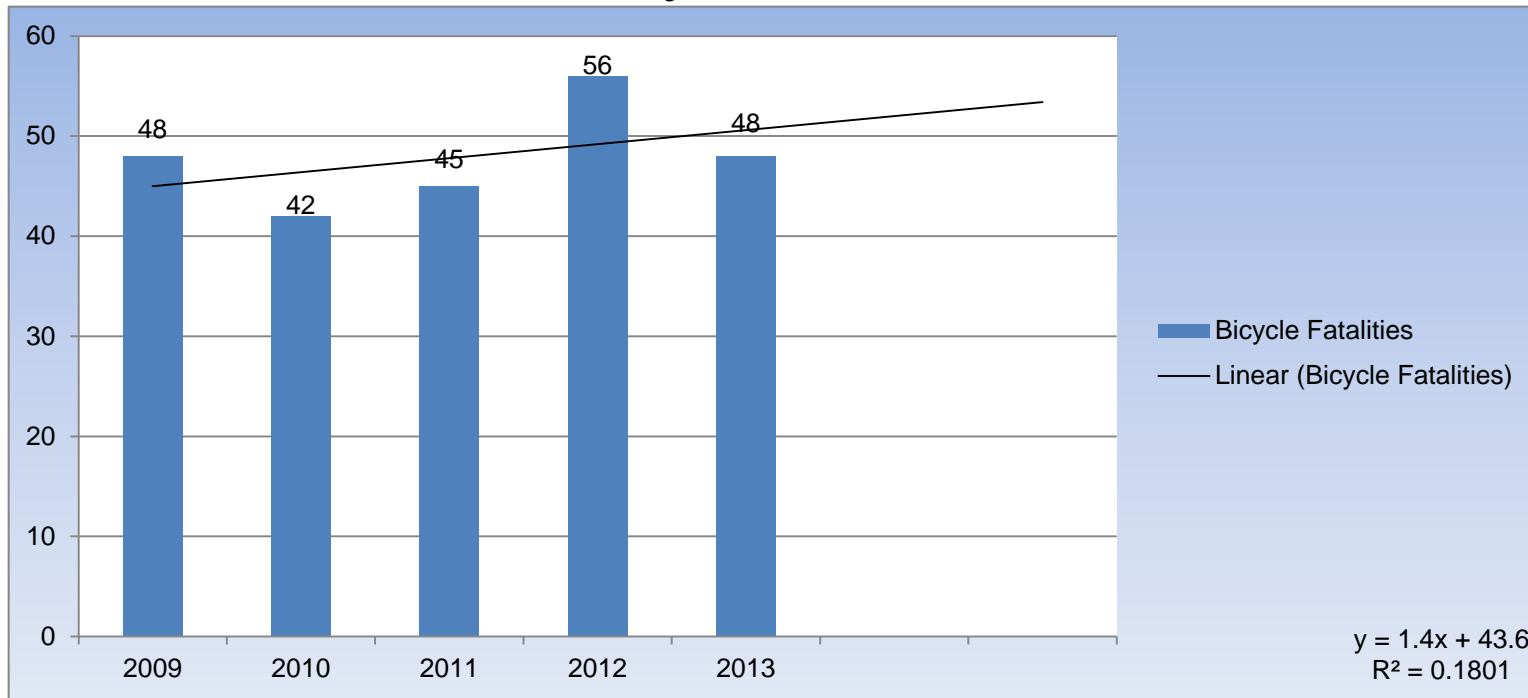


Fatality Analysis Reporting System (FARS, April 21st, 2015).

Current trend projections using FARS data for FY 2013 indicate that for 2016, the State of Texas can expect to report 574 pedestrian fatalities. By 2018, Texas can expect to report 653 pedestrian fatalities. Due to the upward movement of fatalities and fatal crashes, goals will be set to arrest this increase.

- Performance Measure:** Number of pedestrian fatalities (C-10)
- Short-term Target (2016):** To decrease the expected rise of pedestrian fatalities from 480 in 2013 to not more than 563 in 2016
- Long Term Target (2018):** To decrease the expected rise of pedestrian fatalities from 480 in 2013 to not more than 640 in 2018

State of Texas: Bicycle Fatalities, 2009-2013 (C-11)

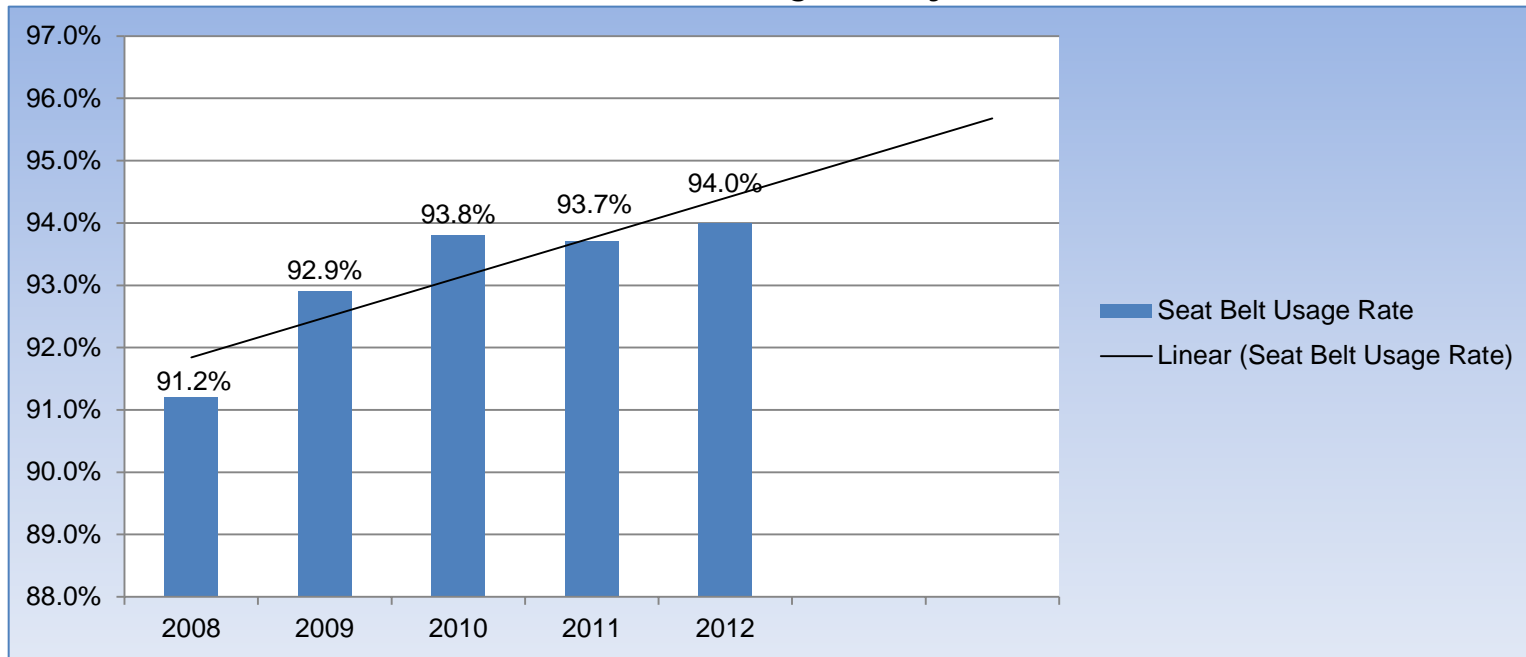


Fatality Analysis Reporting System (FARS, April 21st, 2015).

Current trend projections using FARS data for FY 2013 indicate that for 2016, the State of Texas can expect to report 53 bicycle related fatalities. By 2018, Texas can expect to report 56 bicycle fatalities. Due to the upward movement of fatalities and fatal crashes, goals will be set to arrest this increase.

- Performance Measure:** Decrease the number of bicycle fatalities (C-11)
- Short-term Target (2016):** To decrease the expected rise of bicycle fatalities from 48 in 2013 to not more than 52 in 2016
- Long Term Target (2018):** To decrease the expected rise of bicycle fatalities from 48 in 2013 to not more than 55 in 2018

State of Texas: Seat Belt Usage Survey, 2008-2012 (B-1)

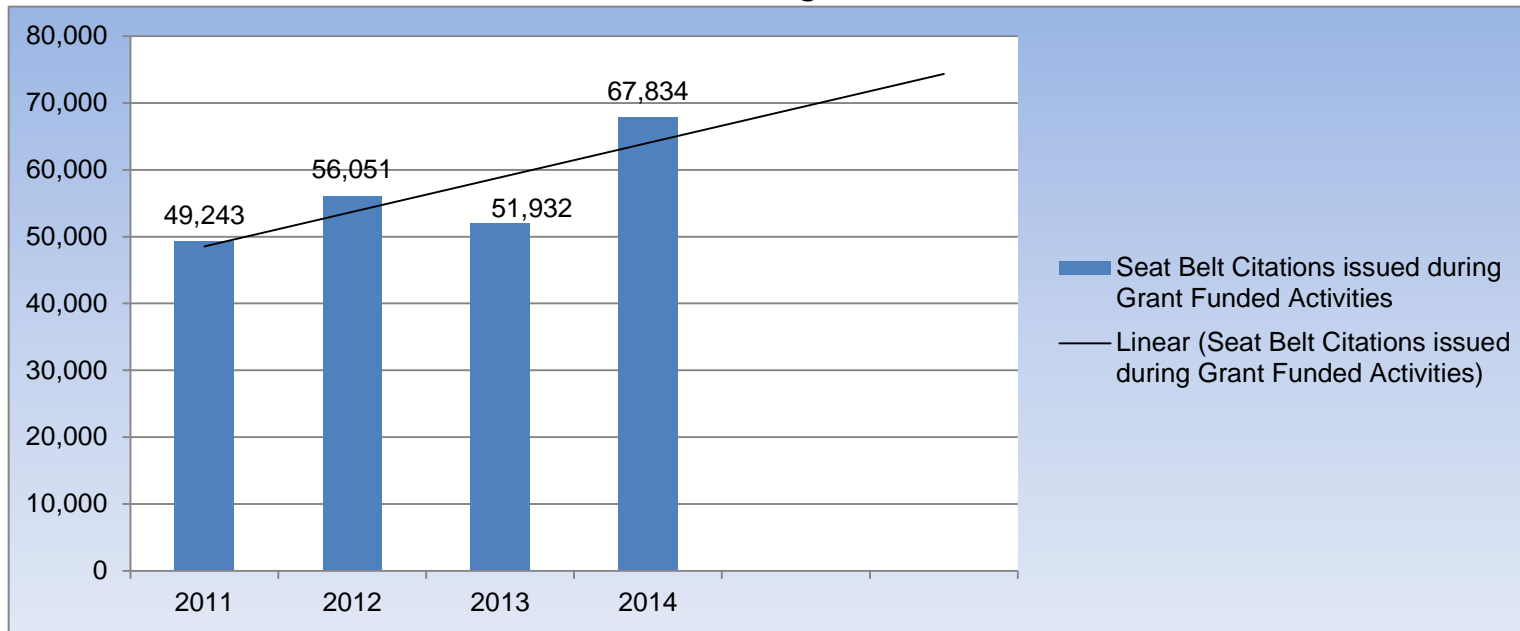


Source: Texas A&M University Transportation Institute

In 2013, The State of Texas implemented a new methodology for calculating the seat belt usage rate. Due to changes in this survey instrument, the rate established for Texas in 2013 cannot be compared to the previous trends. Texas has maintained steady and consistent upward progress, and this trending was reset due to the new instrument. With only two years of data based on the new instrument, calculations are based on the new 2013 baseline. Using the trend of the previous years, calculations for the rate of increase were applied to new baseline and goals were set from this scale.

- Performance Measure:** Observed seat belt usage rate for the state of Texas
- Short-term Target (2016):** To increase the observed seat belt usage rate for the State of Texas from 90.74% in 2014 to 91.2% in 2016
- Long Term Target (2018):** To increase the observed seat belt usage rate for the State of Texas from 90.74 in 2014 to 91.8% in 2018

State of Texas: Seat Belt Citations issued during Grant Funded Enforcement Activities (A-1)

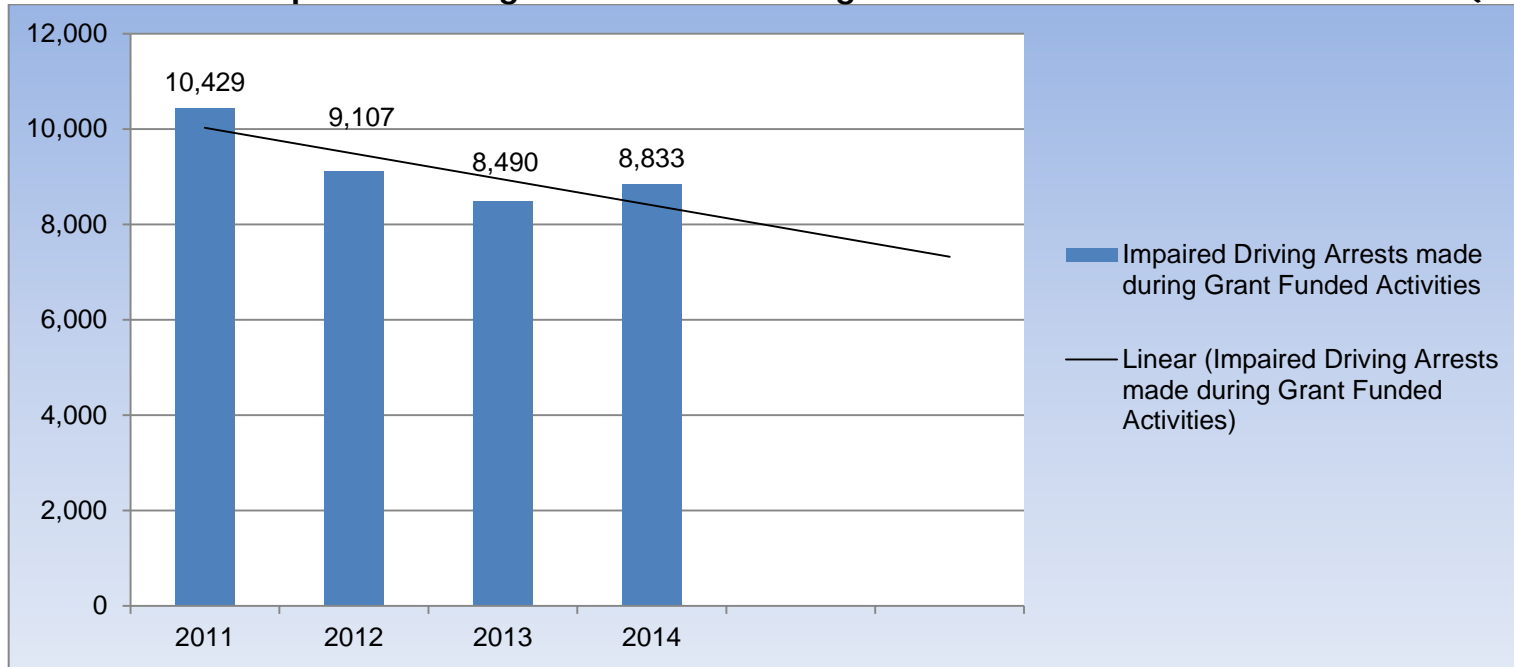


Source: Texas Department of Transportation eGrants, April 29th, 2015.

A large portion of the State of Texas’ grant dollars fund data driven, evidence based enforcement practices. High visibility enforcement support by media advertising campaigns are the backbone of the Texas traffic safety program. Texas will continue to fund and support law enforcement and increase the number of seat belt citations issued during grant funded activities.

- Performance Measure:** Number of seat belt citations issued during grant funded enforcement activities
- Short-term Target (2016):** NHTSA activity measure - no objective set
- Long Term Target (2018):** NHTSA activity measure - no objective set

State of Texas: Impaired Driving Arrests made during Grant Funded Enforcement Activities (A-2)



Source: Texas Department of Transportation eGrants, April 29th, 2015.

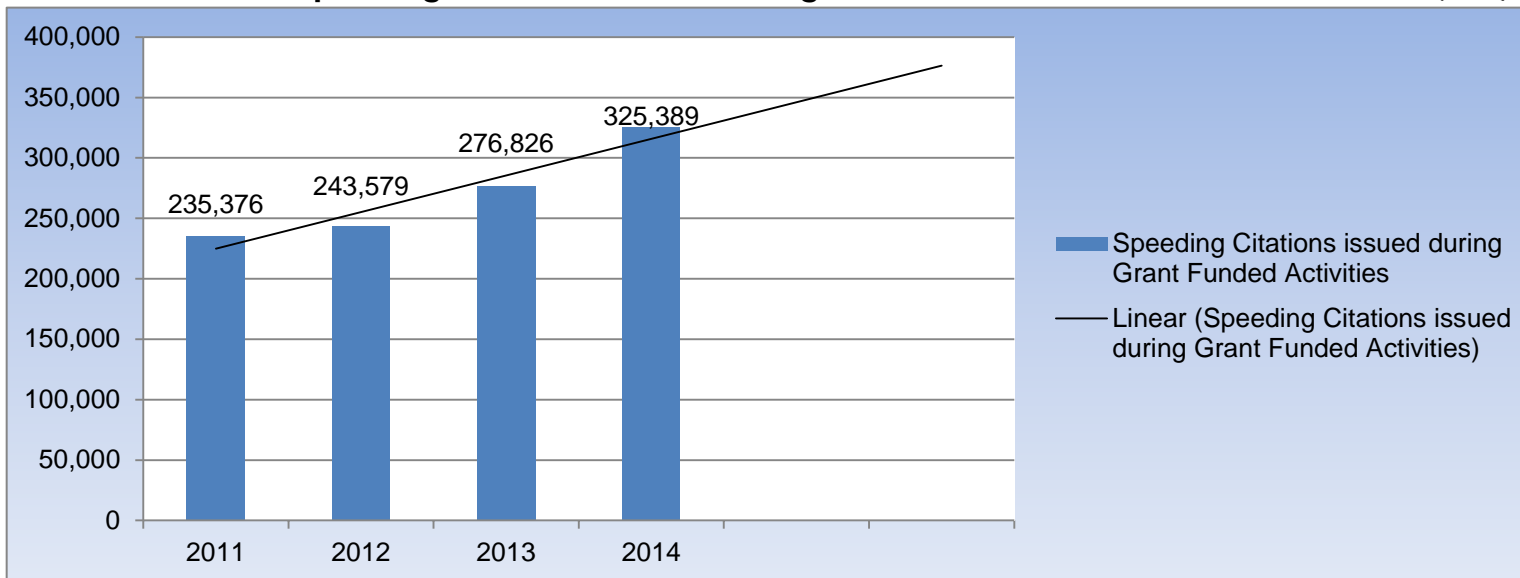
Texas will continue to fund and support law enforcement to increase the number of impaired driving arrests during grant funded activities. Texas will attempt to reverse this trend creating an increase in impaired driving arrests.

Performance Measure: Number of impaired driving arrests during grant funded enforcement activities

Short-term Target (2016): NHTSA activity measure - no objective set

Long Term Target (2018): NHTSA activity measure - no objective set

State of Texas: Speeding Citations issued during Grant Funded Enforcement Activities (A-3)

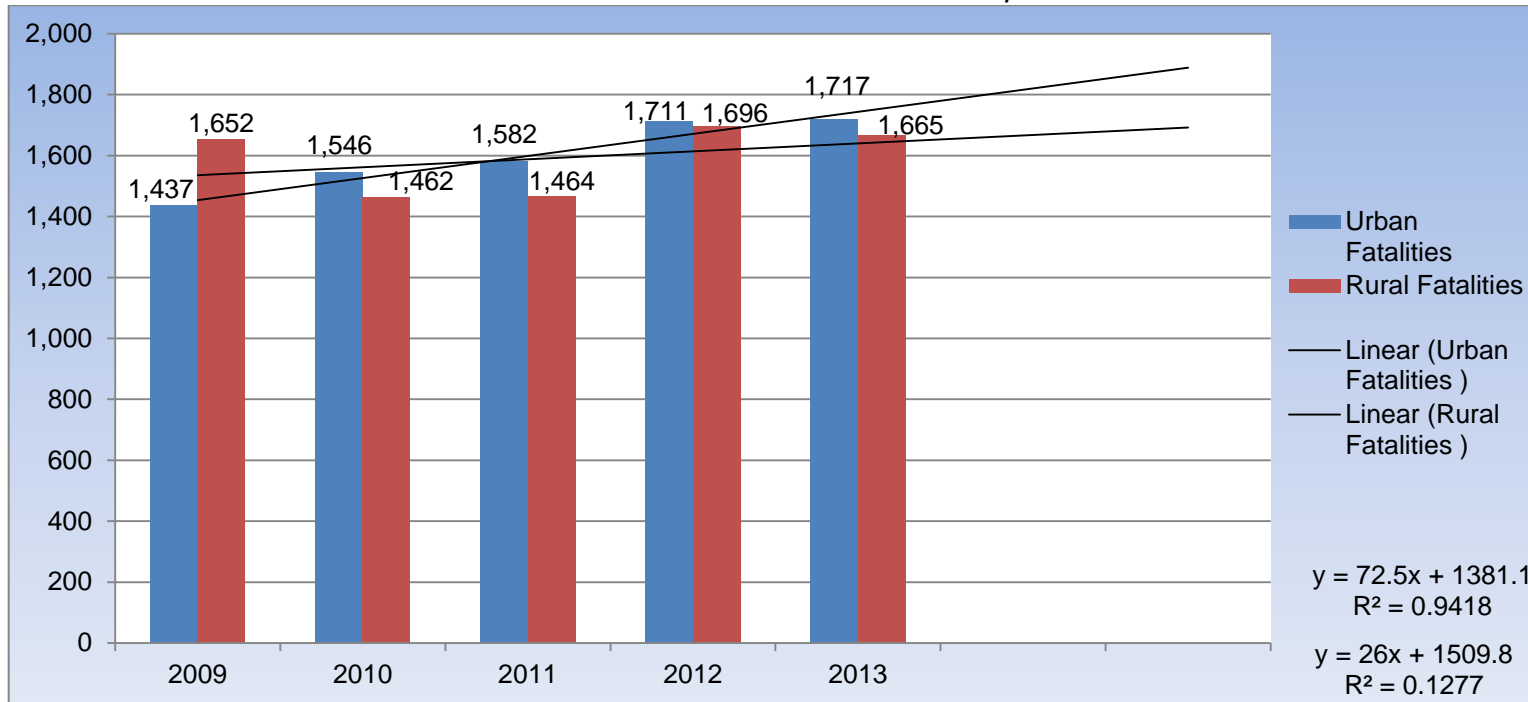


Source: Texas Department of Transportation eGrants, April 29th, 2015.

Texas will continue to fund and support law enforcement to increase the number of speeding citations issued during grant funded activities.

- Performance Measure:** Number of speeding citations issued during grant funded enforcement activities
- Short-term Target (2016):** NHTSA activity measure - no objective set
- Long Term Target (2018):** NHTSA activity measure - no objective set

State of Texas: Rural v. Urban Fatalities, 2009-2013



Fatality Analysis Reporting System (FARS, April 21st, 2015).

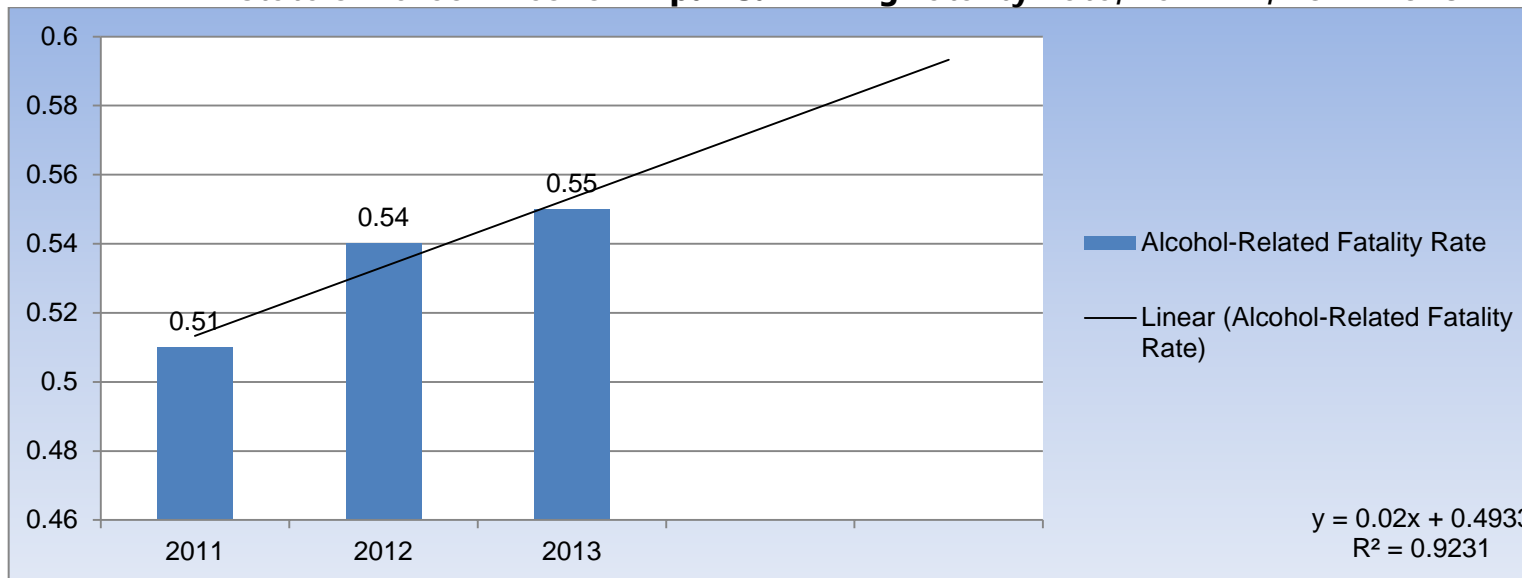
Current trend projections using FARS data for FY 2013 indicate that for 2016, the State of Texas can expect to report 1,889 urban and 1,692 rural fatalities. By 2018, Texas can expect to report 2,034 urban and 1,744 rural fatalities.

Performance Measure: Number of urban and rural fatalities

Short-term Target (2016): To decrease the expected rise of urban fatalities from 1,717 in 2013 to not more than 1,851 in 2016
 To decrease the expected rise of rural fatalities from 1,665 in 2013 to not more than 1,658 in 2016

Long Term Target (2018): To decrease the expected rise of urban fatalities from 1,717 in 2013 to not more than 1,993 in 2018
 To decrease the expected rise of rural fatalities from 1,665 in 2013 to not more than 1,709 in 2018

State of Texas: Alcohol Impaired Driving Fatality Rate, Per VMT, 2011-2013

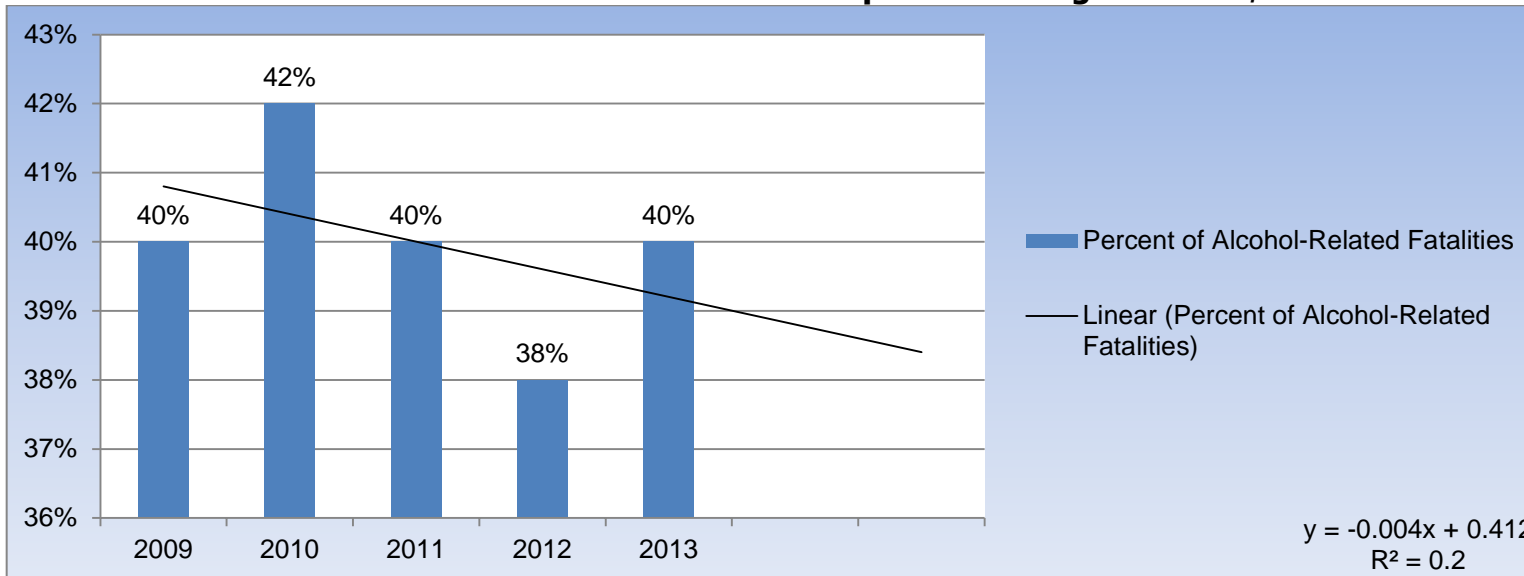


Fatality Analysis Reporting System (FARS, April 21st, 2015).

Current trend projections using FARS data for FY 2013 indicate that for 2015, the State of Texas can expect to report an alcohol-related fatality rate of .59. By 2018, Texas can expect to report an alcohol-related fatality rate of .63.

- Performance Measure:** Alcohol-related rate per 100 million vehicle miles traveled (100 MVMT)
- Short-term Target (2016):** To decrease the expected rise of the alcohol-related rate per 100 MVMT from .55 in 2013 to .58 in 2016
- Long Term Target (2018):** To decrease the expected rise of the alcohol-related rate per 100 MVMT from .55 in 2013 to .62 in 2018

State of Texas: Percent of Alcohol Impaired Driving Fatalities, 2009-2013

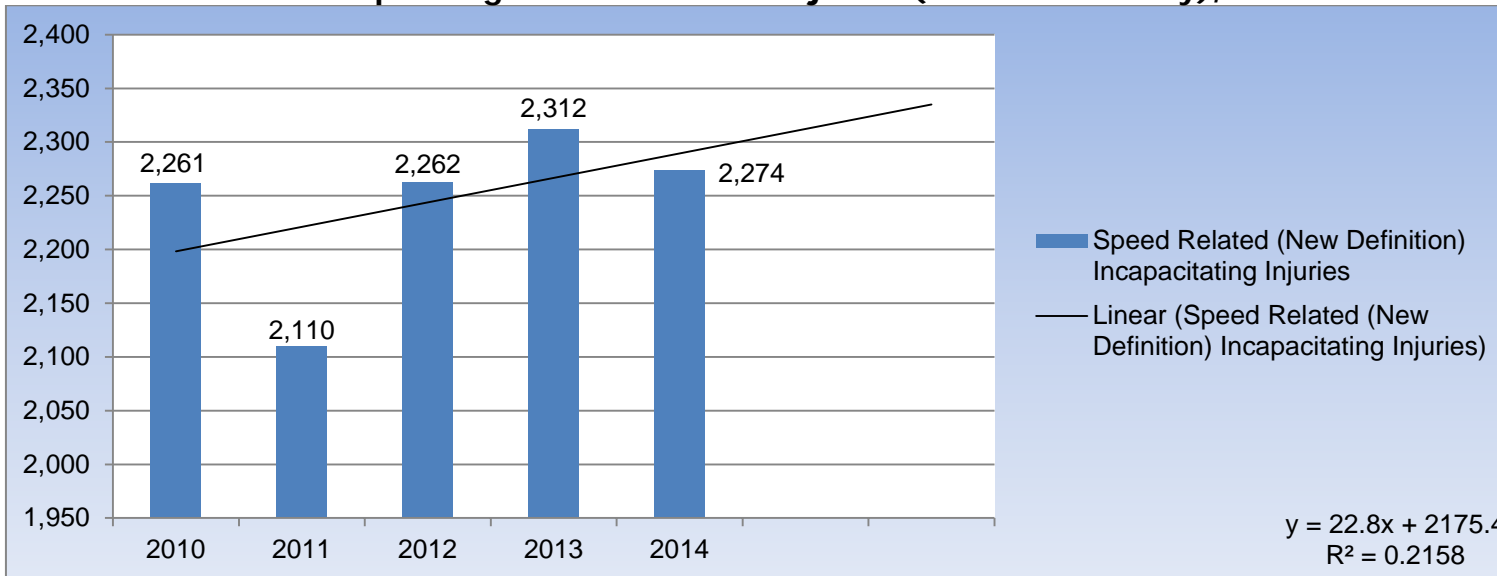


Fatality Analysis Reporting System (FARS, April 21st, 2015).

Current trend projections using FARS data for FY 2013 indicate that for 2015, the State of Texas can expect to report a 38.4 % rate of alcohol Impaired Driving fatalities. By 2018, Texas can expect to report an alcohol a 37.6% rate of alcohol Impaired Driving Fatalities.

- Performance Measure:** Percent of alcohol-related fatalities
- Short-term Target (2016):** To decrease the percentage of alcohol-related fatalities from 40% in 2013 to 38% in 2016
- Long Term Target (2018):** To decrease the percentage of alcohol-related fatalities from 40% in 2013 to 37% in 2018

State of Texas: Speeding Related Serious Injuries ("A" Crashes Only), 2010-2014

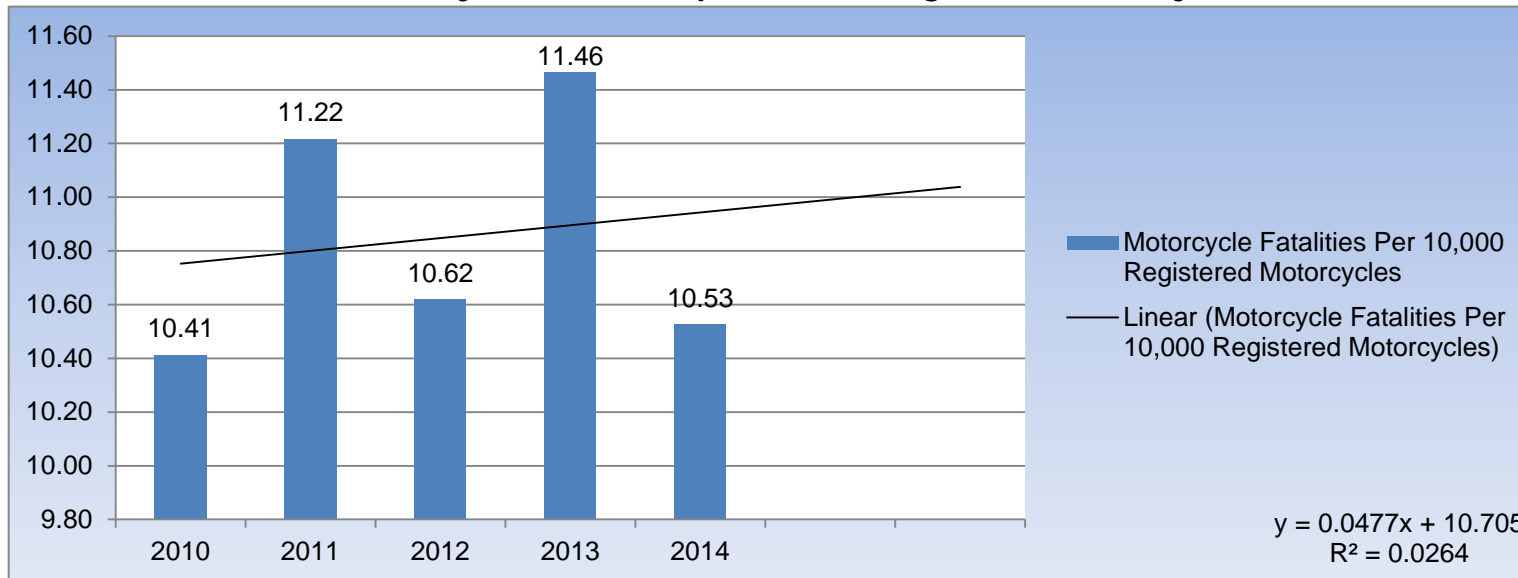


Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 15th, 2015.

Current trend projections using CRIS data for FY 2014 indicate that for 2016, the State of Texas can expect to report 2,312 serious injuries. By 2018, Texas can expect to report 2,358 serious injuries.

- Performance Measure:** Number of speeding related serious injuries ("A" Crashes)
- Short-term Target (2016):** To decrease the expected rise of speeding related injuries from 2,274 in 2014 to not more than 2,266 in 2016
- Long Term Target (2018):** To decrease the expected rise of speeding related injuries from 2,274 in 2014 to not more than 2,333 in 2018

State of Texas: Motorcycle Fatalities, per 10,000 Registered Motorcycles, 2010-2014

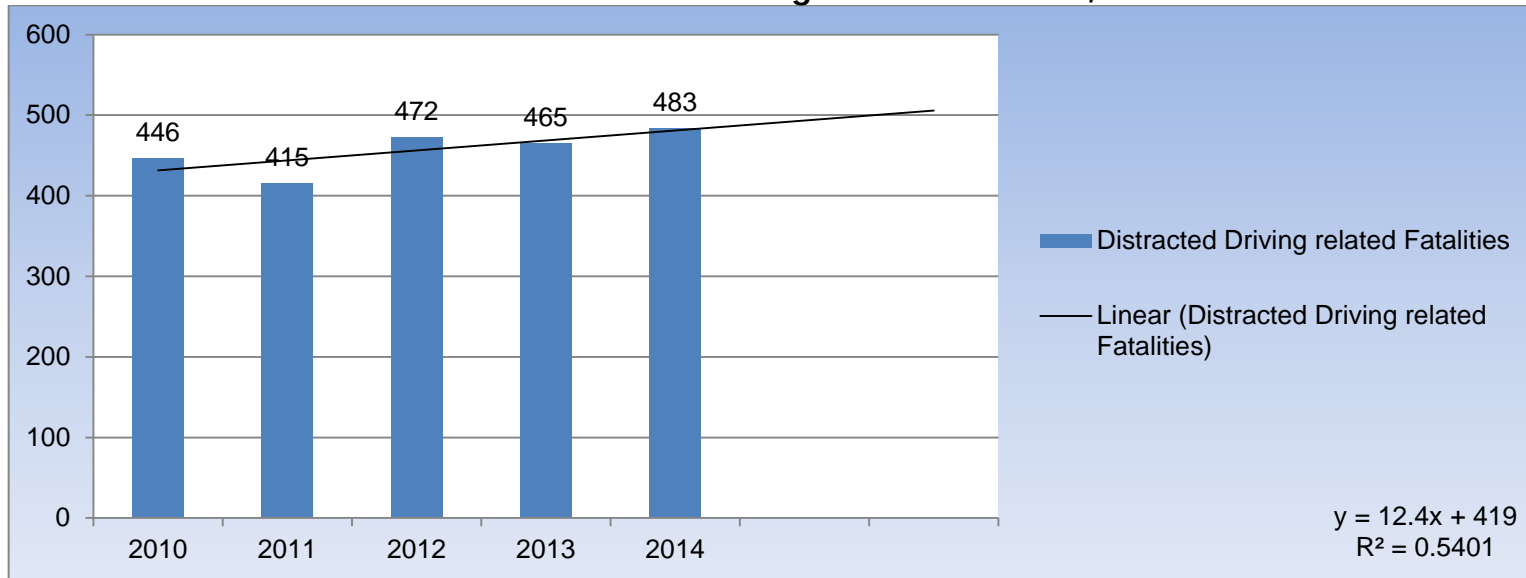


Source: 2010-2014 numbers are from the State of Texas Department of Public Safety, and reportable data collected from Texas Peace Officer's Crash Reports (CR-3) processed by the Department as of the report date (May 15th, 2015).

Current trend projections using FARS and DPS data for FY 2013 indicate that for 2016, the State of Texas can expect to report a rate of 10.99 motorcycle fatalities per 10,000 registered motorcycles. By 2018, Texas can expect to report a rate of 11.09 motorcycle fatalities per 10,000 registered motorcycles.

- Performance Measure:** Rate of motorcycle fatalities per 10,000 registered motorcycles
- Short-term Target (2016):** To decrease the expected rise of motorcycle fatalities per 10K registrations from 10.53 in 2014 to not more than 10.77 in 2016
- Long Term Target (2018):** To decrease the expected rise of motorcycle fatalities per 10K registrations from 10.53 in 2014 to not more than to 10.86 in 2018

State of Texas: Distracted driving related fatalities, 2010-2014

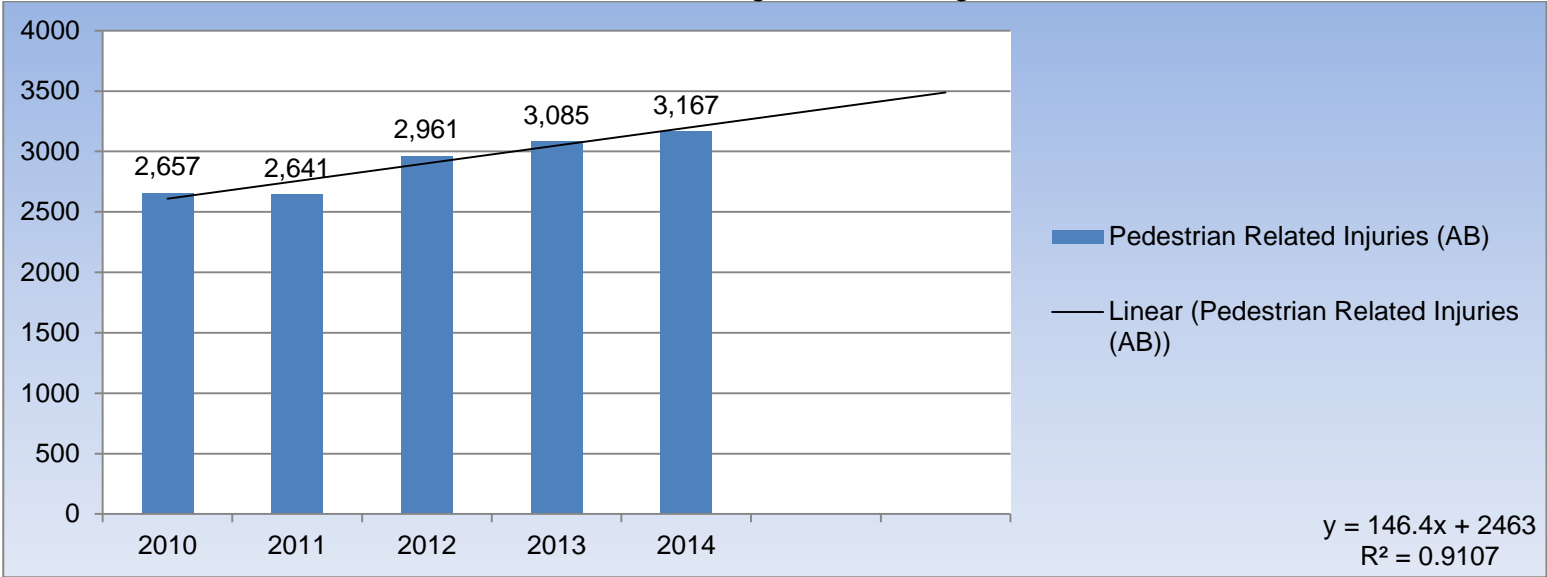


Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 15th, 2015.

Current trend projections using CRIS data for FY 2014 indicate that for 2016, the State of Texas can expect to report 493 distracted driving fatalities. By 2018, Texas can expect to report 518 distracted driving fatalities.

- Performance Measure:** Number of distracted driving related fatalities
- Short-term Target (2016):** To decrease the expected rise of distracted driving related fatalities from 483 in 2014 to not more than 483 in 2016
- Long Term Target (2018):** To decrease the expected rise of distracted driving related fatalities from 483 in 2014 to not more 507 in 2018

State of Texas: Pedestrian Injuries (AB Injuries), 2010-2014

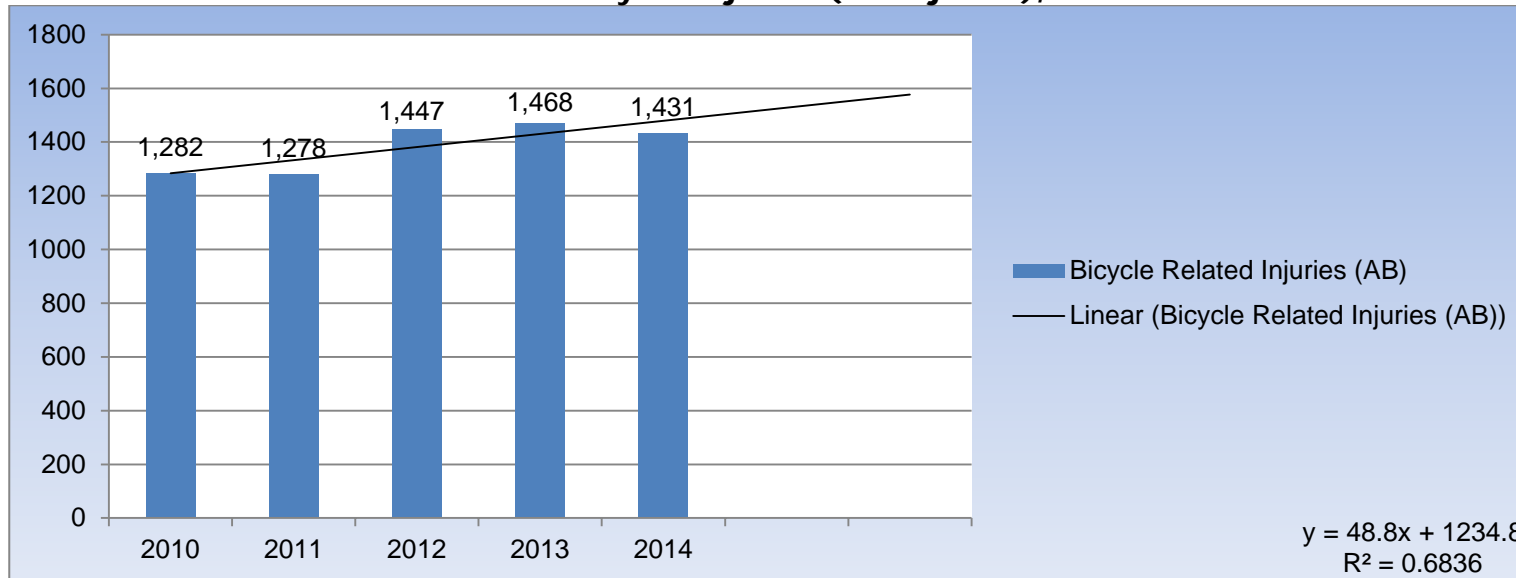


Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 21st, 2015.

Current trend projections using CRIS data for FY 2014 indicate that for 2016, the State of Texas can expect to report 3,341 pedestrian injuries. By 2018, Texas can expect to report 3,634 pedestrian injuries.

- Performance Measure:** Number of pedestrian injuries
- Short-term Target (2016):** To decrease the expected rise of the number of pedestrian injuries from 3,167 in 2014 to not more than 3,274 in 2016
- Long Term Target (2018):** To decrease the expected rise of the number of pedestrian injuries from 3,167 in 2014 to not more than 3,561 in 2018

State of Texas: Bicycle Injuries (AB Injuries), 2010-2014

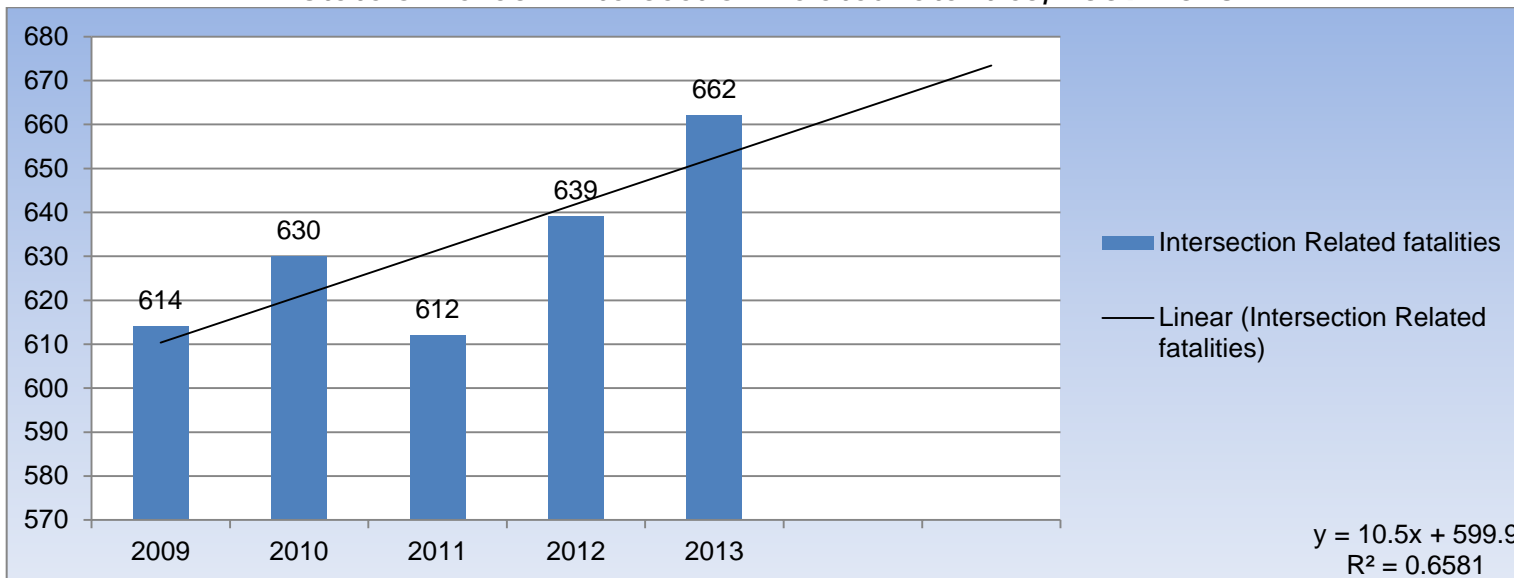


Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 15th, 2015.

Current trend projections using CRIS data for FY 2014 indicate that for 2016, the State of Texas can expect to report 1,528 bicycle injuries. By 2018, Texas can expect to report 1,625 bicycle injuries.

- Performance Measure:** Number of Bicycle Injuries
- Short-term Target (2016):** To decrease the expected rise of the number of bicycle injuries from 1,431 in 2014 to not more than 1,497 in 2016
- Long Term Target (2018):** To decrease the expected rise of the number of bicycle injuries from 1,431 in 2014 to not more than 1,592 in 2018

State of Texas: Intersection Related fatalities, 2009-2013

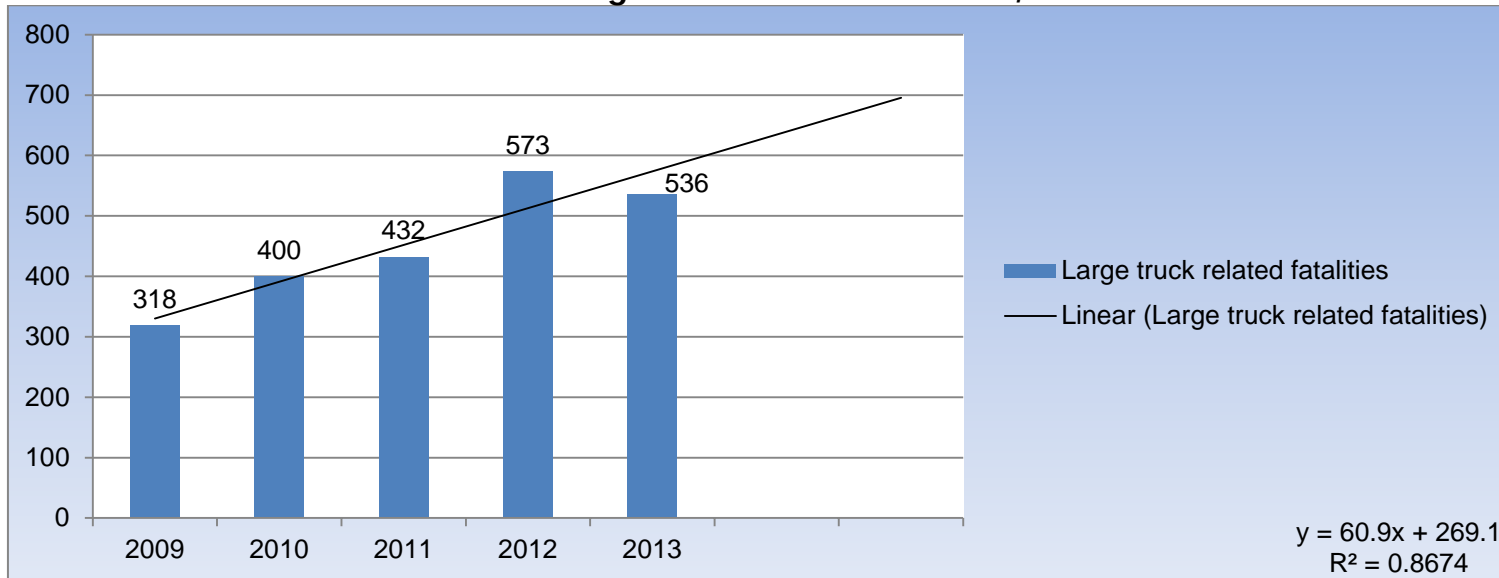


Fatality Analysis Reporting System (FARS, April 21st, 2015).

Current trend projections using FARS data for FY 2013 indicate that for 2016, the State of Texas can expect to report 662 intersection related fatalities. By 2018, Texas can expect to report 683 intersection related fatalities.

- Performance Measure:** Number of intersection related fatalities
- Short-term Target (2016):** To decrease the expected rise of intersection related fatalities from 662 in 2013 to not more than 649 in 2016
- Long Term Target (2018):** To decrease the expected rise of intersection related fatalities from 662 in 2013 to not more than 670 in 2018

State of Texas: Large truck related fatalities, 2009-2013

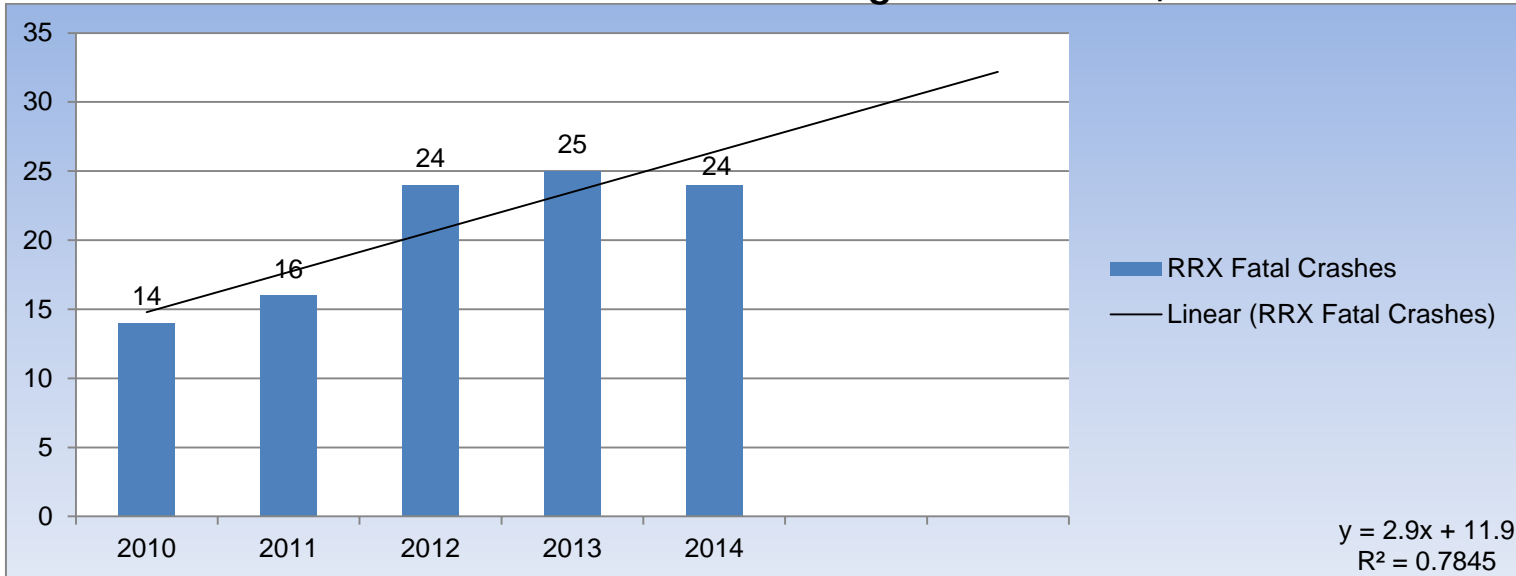


Fatality Analysis Reporting System (FARS, April 21st, 2015).

Current trend projections using FARS data for FY 2013 indicate that for 2016, the State of Texas can expect to report 634 large truck related fatalities. By 2018, Texas can expect to report 756 large truck related fatalities.

- Performance Measure:** Number of Large Truck related fatalities
- Short-term Target (2016):** To decrease the expected rise of large truck fatalities from 536 in 2013 to not more than 621 in 2016
- Long Term Target (2018):** To decrease the expected rise of large truck fatalities from 536 in 2013 to not more than 741 in 2018

State of Texas: Railroad Grade Crossing Fatal Crashes, 2010-2014

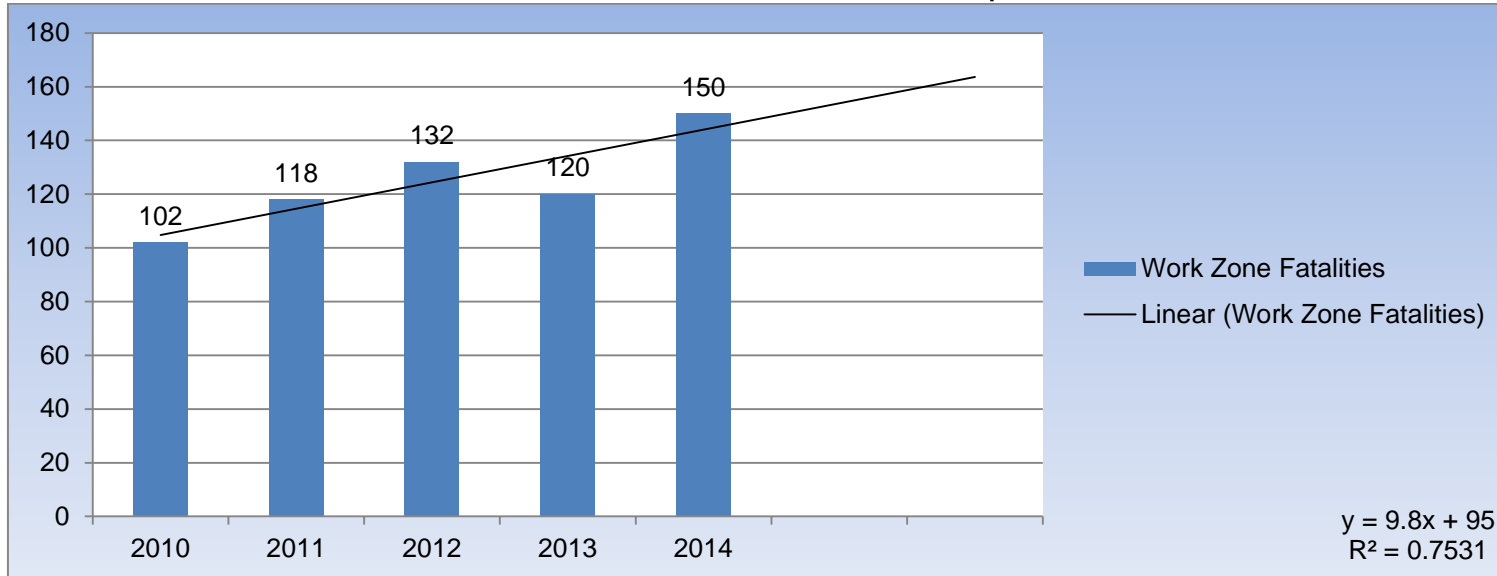


Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 15th, 2015.

Current trend projections using CRIS data for FY 2014 indicate that for 2016, the State of Texas can expect to report 29 railroad grade crossing fatal crashes. By 2018, Texas can expect to report 35 railroad grade crossing fatal crashes.

- Performance Measure:** Number of railroad grade crossing fatal crashes
- Short-term Target (2016):** To decrease the expected rise of railroad grade crossing fatal crashes from 24 in 2014 to not more than 28 in 2016
- Long Term Target (2018):** To decrease the expected rise of railroad grade crossing fatal crashes from 24 in 2013 to not more than 34 in 2018

State of Texas: Work Zone Fatalities, 2010-2014

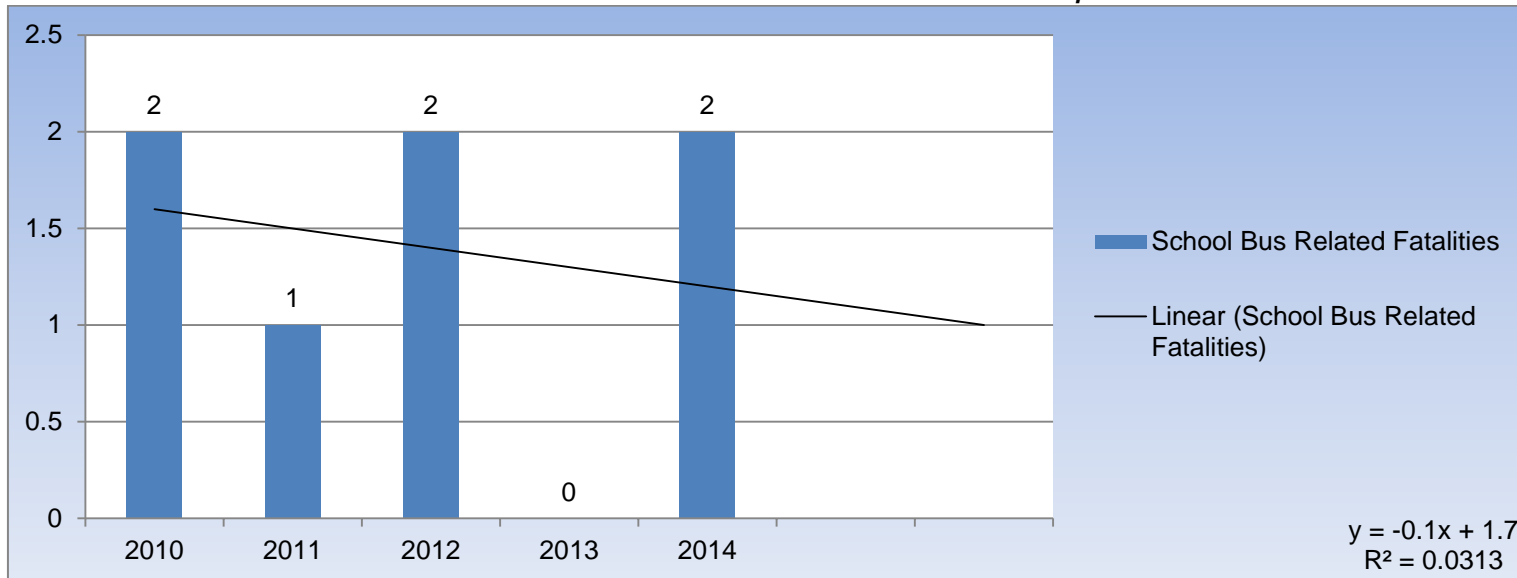


Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 15th, 2015.

Current trend projections using CRIS data for FY 2014 indicate that for 2016, the State of Texas can expect to report 154 work zone related fatalities. By 2018, Texas can expect to report 173 work zone related fatalities.

- Performance Measure:** Number of railroad grade crossing fatal crashes
- Short-term Target (2016):** To decrease the expected rise of work zone related fatalities from 150 in 2014 to not more than 151 in 2016
- Long Term Target (2018):** To decrease the expected rise of work zone related fatalities from 150 in 2014 to not more than 171 in 2018

State of Texas: School Bus Related Fatalities, 2010-2014



Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 15th, 2015.

Current trend projections using FARS data for FY 2014 indicate that for 2016, the State of Texas can expect to report 1 school bus related fatalities. By 2018, Texas can expect to report 1 school bus related fatalities.



- Performance Measure:** Number of school bus related fatalities
- Short-term Target (2016):** To decrease the number of school bus related fatalities from 2 in 2014 to 1 in 2016
- Long Term Target (2018):** To decrease the number of school bus related fatalities from 2 in 2014 to 1 in 2018

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

State of Texas Data Projections and Target Matrix						
Core #	Description	Data Source	Projections		Targets	
			2016	2018	2016	2018
C-1	Number of traffic fatalities	FARS	3,718	4,004	3,643	3,924
C-2	Number of serious injuries in traffic crashes	CRIS	17,775	18,929	17,420	18,550
C-3	Overall Fatalities/VMT	FARS	1.43	1.47	1.40	1.44
C-3(a)	Fatalities/100 VMT (Urban)	FARS	1.1	1.17	1.08	1.15
C-3(b)	Fatalities/100 VMT (Rural)	FARS	2.39	2.56	2.34	2.51
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	FARS	978	1,036	958	1,015
C-5	Alcohol Impaired Driving Fatalities	FARS	1,463	1,584	1,433	1,552
C-6	Number of speeding-related fatalities	FARS	1,117	1,022	1,116	1,021
C-7	Number of motorcyclist fatalities	FARS	518	549	507	538
C-8	Number of un-helmeted motorcyclist fatalities	FARS	299	320	293	314
C-9	Number of drivers 20 or younger involved in fatal crashes	FARS	380	338	379	337
C-10	Number of pedestrian fatalities	FARS	574	653	563	640
C-11	Number of Bicycle fatalities	FARS	53	56	52	55
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	Survey	91.2	91.8	91.2	91.8
A-1	Number of seat belt citations issued during grant funded enforcement activities	eGrants	N/A	N/A	N/A	N/A
A-2	Number of impaired driving arrests made during grant funded enforcement activities	eGrants	N/A	N/A	N/A	N/A
A-3	Number of speeding citations issued during grant funded enforcement activities	eGrants	N/A	N/A	N/A	N/A
N/A	Rural Fatalities	FARS	1,692	1,744	1,658	1,709
N/A	Urban Fatalities	FARS	1,889	2,034	1,851	1,993
N/A	Alcohol-related Fatality Rate	FARS	0.59	0.63	0.58	0.62
N/A	Percent of Alcohol Impaired Driving Fatalities	FARS	38.4	37.6	38.0	37.0
N/A	Speeding Related Serious Injuries	CRIS	2,312	2,358	2,266	2,333
N/A	Motorcycle Fatalities per 10,000 Registrations	DPS/FARS	10.99	11.09	10.77	10.86
N/A	Distracted Driving Related Fatalities	CRIS	493	518	483	507
N/A	Pedestrian Related Serious Injuries	CRIS	3,341	3,634	3,274	3,561
N/A	Bicycle Related Serious Injuries	CRIS	1,528	1,625	1,497	1,592
N/A	Intersection Related Fatalities	FARS	662	683	649	670
N/A	Large Truck Related Fatalities	FARS	634	756	621	741
N/A	Railroad Grade Crossing Fatal Crashes	CRIS	29	35	28	34
N/A	Work Zone Related Fatalities	CRIS	154	173	151	171
N/A	School Bus Related Fatalities	CRIS	1	1	1	1

Performance Report

FFY 2014 Highway Safety Performance Report

Performance Measure Type	PM ID	Performance Measure	2014 Target	2014 Actual	Target Met?	% Difference (Actual v Target)	2015 Target
Core Outcome Measures	C-1	Traffic Fatalities	3,015	3,398	X	11.27%	3,480
	C-2	Serious Injuries	87,024	89,336	X	2.59%	90,989
	C-3	Fatalities per 100 MVMT (Total)	1.26	1.43	X	11.89%	1.44
	C-3 (a)	Fatalities per 100 MVMT (Urban)	0.93	1.02	X	8.82%	0.88
	C-3 (b)	Fatalities per 100 MVMT (Rural)	2.11	2.39	X	11.72%	2.93
	C-4	Unrestrained Passenger Vehicle Occupant Fatalities	829	927	X	10.57%	998
	C-5	Alcohol Impaired Driving Fatalities	1,212	1,296	X	6.48%	1,406
	C-6	Speeding Related Fatalities	1,164	1,247	X	6.66%	1,255
	C-7	Motorcycle Fatalities	470	452		-3.98%	489
	C-8	Un-Helmeted Motorcycle Fatalities	248	263	X	5.70%	243
	C-9	Young Drivers (20 or younger) involved in Fatal Crashes	415	444	X	6.53%	457
	C-10	Pedestrian Fatalities	420	478	X	12.13%	540
C-11	Bicycle Fatalities	55	48		-14.58%	60	
Core Behavior Measure	B-1	Observed Seat Belt Usage Rate	94.05	90.74	X	-3.65%	91.00%
Activity Measures	A-1	Seat Belt Citations		67,838	N/A		
	A-2	Impaired Driving Arrests		8,834	N/A		
	A-3	Speeding Citations		325,957	N/A		

SECTION FOUR

Program and Project Descriptions

Summary

The TRF-TS utilizes an evidence based strategy for project selection. This process is described in detail in Section 2 of this document.

The evidence-based traffic safety enforcement program instituted by the TRF-TS seeks to use high visibility enforcement practices supported by high visibility media campaigns to prevent traffic violations, crashes, crash fatalities, and injuries in areas most at risk for such incidents. At a minimum, the TRF-TS will provide for an analysis of crashes, crash fatalities, and injuries in areas of highest risk, deployment of resources based on that analysis; and continuous follow-up and adjustment of the enforcement plan with our law enforcement partners. The TRF-TS also plans high visibility enforcement strategies to support both "Click it or Ticket" and the impaired driving national mobilizations.

Evidence Based Strategy and Project Selection

The largest portion of traffic safety funding is used for the Selective Traffic Enforcement Program (STEP) projects, which pay for overtime activities by local law enforcement to reduce the incidence of speeding, driving while intoxicated and/or driving under the influence of alcohol by minor, failure to use occupant restraint systems, intersection traffic control violations, and enforcement of state and local ordinances on cellular and texting devices. Organizations eligible for STEP funds include the Texas Department of Public Safety (TxDPS), sheriff's offices, constable's offices, and community police departments. STEP projects may only be proposed for a single year. All STEP yearlong proposals must include problem identification, a project plan, including objectives, performance measures and targets, an operational plan, and a budget.

Summary of Projects by Program

The following extract details the projects selected for FY 2016. Each program area listed contains a list of strategies that the projects will utilize. Each project will list:

- (1) The title and grant number of the project
- (2) The organization or agency that will be managing the project
- (3) A brief description of the project
- (4) List of objectives and activities selected
- (5) Total funding from all sources

At the conclusion of each program area, a HS-217 like form will summarize the federal, state, and other funding being used in that program area.

Planning and Administration

PA - 01

Goals

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

Strategies

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

Project Descriptions

Task: Program Management	Planning and Administration PA - 01
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<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
TRF-TS TBD	TRF-TS	Texas Department of Transportation

Title / Desc. eGrants Business Analysis Services

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PA	\$400,000.00	\$0.00	\$0.00	\$0.00	\$400,000.00

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
TRF-TS TBD	TRF-TS	Texas Department of Transportation

Title / Desc. eGrants Software Enhancement Services

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

Budget:

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

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
TRF-TS TBD	TRF-TS	Texas Department of Transportation

Title / Desc. eGrants Software Support Services

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

Budget:

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

Task: Program Management Planning and Administration PA - 01

Project #	Division	Organization Name
TRF-TS TBD	TRF-TS	Texas Department of Transportation

Title / Desc. Traffic Safety Program Operations

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$3,446,915.00	\$0.00	\$0.00	\$3,446,915.00

Task: Training Planning and Administration PA - 01

Project #	Division	Organization Name
2016-TTI-G-1YG-0025	TRF-TS	Texas A&M Transportation Institute

Title / Desc. 2016 Statewide Traffic Safety Conference

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

Objectives

- Conduct 1 statewide traffic safety conference by 9/30/2016
- Coordinate 1 plan for an eighth statewide traffic safety conference by 9/30/2016
- Achieve 10% increase in conference registrations compared to 2015 by 6/28/2016
- Provide 1 evaluation of conference participant satisfaction and other performance metrics by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PA	\$49,129.35	\$0.00	\$0.00	\$42,830.14	\$91,959.49

FY 2016
Budget Module: PA - 01

Planning and Administration

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	4	\$3,971,915.00	\$475,000.00					\$3,496,915.00			
Enforcement	0										
Evaluation	0										
Public Information & Eduction	0										
Training	1	\$91,959.49	\$49,129.35							\$42,830.14	
TOTALS:	5	\$4,063,874.49	\$524,129.35					\$3,496,915.00		\$42,830.14	

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Alcohol and Other Drug Counter Measures

AL - 02

Goals

- To reduce the number of alcohol impaired and driving under the influence of alcohol and other drug-related crashes, fatalities and injuries.
- To reduce the number of DUI-related crashes where the driver is underage 21

Strategies

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

Project Descriptions

Task: Enforcement

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-BexarCCC-G-1YG-0038	<i>District</i> SAT	<i>Organization Name</i> Bexar County Commissioners Court
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Title / Desc. **Bexar County DWI Court**

The Bexar County DWI Court intervenes with DWI-2nds in the courtroom. It leverges the power of the judge to effect rehabilitation in order to reduce future offending behavior.

Objectives

- Prevent 100% Number of treatment sessions attended during the reporting month by 9/30/2016
- Maintain 15 Individuals who Are Monitored by Smart Start by 9/30/2016
- Maintain 15 Individuals who Are Monitored by Soberlink by 9/30/2016
- Complete 2 urine analysis (UA) tests per week per participant by 9/30/2016
- Enroll 20 enrollments by 9/30/2016
- Maintain 130 number of assessments by 9/30/2016
- Obtain 280 Referrals by 9/30/2016
- Attend 1 Staff Training by 8/1/2016
- Assist 40 participants who receive service coordination/case management by 9/30/2016
- Achieve 15 Graduates of the Program by 9/30/2016
- Maintain 40 DWI Court participants by 10/1/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5HVE	\$137,500.92	\$0.00	\$0.00	\$73,228.85	\$210,729.77

<i>Project #</i> 2016-BexarCoD-G-1YG-0125	<i>District</i> SAT	<i>Organization Name</i> Bexar County District Attorney's Office
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Title / Desc. **Bexar County No-Refusal Initiative**

To expand and improve county-wide DWI enforcement and prosecution by operating an all day/every day no-refusal program.

Objectives

- Achieve 60% rate in the number of voluntary breathalyzer tests by those arrested for misdemeanor DWI offenses by 9/30/2016
- Achieve 75% rate of pleas taken thereby reducing the number of hours police officers are required to testify by 9/30/2016
- Achieve 3% decrease from last year in the number of DWI related arrests by 9/30/2016
- Achieve 75% conviction rate of those charged with misdemeanor DWI by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5HVE	\$202,792.50	\$0.00	\$0.00	\$56,562.59	\$259,355.09

Task: Enforcement

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-CollinDA-G-1YG-0070	<i>District</i> DAL	<i>Organization Name</i> Collin County - District Attorney's Office
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Title / Desc. DWI No-Refusal Mandatory Blood Draw Program

Reduce DWI offenses and prevent alcohol-involved crashes through provision of health care professionals to perform blood draws on weekend nights and holidays.

Objectives

- Conduct 12 public awareness events detailing the “No Refusal” campaign by 9/30/2016
- Prevent 3% of alcohol-involved crashes in Collin County as compared with previous year by 9/30/2016
- Maintain 90% minimum conviction rate for all DWI cases by 9/30/2016
- Achieve 80% blood alcohol content (BAC) data collection rate for all suspected DWI offenses by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$50,040.00	\$0.00	\$0.00	\$12,514.00	\$62,554.00

<i>Project #</i> 2016-GCoCDA-G-1YG-0164	<i>District</i> HOU	<i>Organization Name</i> Galveston County Criminal District Attorney
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Title / Desc. DWI No Refusal- Blood Draw Grant for Holiday and Festival Weekends.

To provide prosecutors, nurses, and equipment in a central location to draft search warrants and obtain blood samples from DWI suspects in the Galveston County area who refuse a breath or blood test.

Objectives

- Provide 12 Reporting activities to TxDOT to evaluate the effectiveness of No Refusal nights by 9/30/2016
- Conduct 7 Publicity campaigns to educate the public and the media by 9/30/2016
- Evaluate 20 No refusal nights for the effectiveness in targeting intoxicated drivers by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$13,123.04	\$0.00	\$0.00	\$3,714.40	\$16,837.44

<i>Project #</i> 2016-HarrisDA-G-1YG-0170	<i>District</i> HOU	<i>Organization Name</i> Harris County District Attorney
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Title / Desc. Search Warrants Stop Impaired Drivers: Harris County District Attorney's Office No Refusal Program

To continue to expand and educate citizens of the dangers of impaired driving by increasing our No Refusal program to every Thursday, Friday and Saturday night and additional holidays.

Objectives

- Collect 12 Data sets obtained pursuant to blood search warrants by 9/30/2016
- Coordinate 118 Nights of No Refusal by 9/30/2016
- Provide 1200 Blood Search Warrants to arresting DWI Officers by 9/30/2016
- Produce 15 Press Releases/Events about the No Refusal Program by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$299,174.10	\$0.00	\$0.00	\$74,793.52	\$373,967.62

Task: Enforcement

Alcohol and Other Drug Counter Measures AL - 02

Project # 2016-MCDAO-G-1YG-0014 *District* HOU *Organization Name* Montgomery County District Attorney's Office

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

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

Objectives

- Provide 12 reporting activities to TxDOT on the effectiveness of No Refusal by 9/30/2016
- Train 6 law enforcement agencies on DWI and No Refusal by 9/30/2016
- Conduct 12 publicity campaigns to educate the public, the media, and police groups by 9/30/2016
- Conduct 120 No Refusal enforcement dates by 9/30/2016
- Evaluate 120 No Refusal enforcement days for their effectiveness in targeting intoxicated drivers by 9/30/2016
- Conduct 0 Delete by 9/1/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$137,455.50	\$0.00	\$0.00	\$93,762.65	\$231,218.15

Project # 2016-TarrantC-G-1YG-0126 *District* FTW *Organization Name* Tarrant County

Title / Desc. Tarrant County No Refusal Program

Improve DWI enforcement throughout Tarrant County through the implementation of No Refusal arrests on targeted holidays and special events.

Objectives

- Achieve 10% reduction in misdemeanor DWI cases filed during the no refusal periods with breath tests evidence by 9/30/2016
- Achieve 10% total reduction in misdemeanor DWI cases filed by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$219,900.00	\$0.00	\$0.00	\$126,307.62	\$346,207.62

Task: Enforcement

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-TTI-G-1YG-0031	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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Title / Desc. Statewide Impaired Driving Task Force, Plan, Forum, & Technical Assistance

Continue the work of the Texas Impaired Driving Task Force, administer statewide web presence, statewide forum, programmatic technical assistance, & maintenance of the Impaired Driving Plan for Texas.

Objectives

- Analyze 500 Alcohol-related fatal crashes to produce a Texas Impaired Driving Annual Snapshot (minimum) by 9/15/2016
- Revise 1 Texas Impaired Driving Plan by 9/30/2016
- Conduct 1 Statewide Traffic Safety Forum focused on impaired driving in Austin by 6/30/2016
- Maintain 1 Statewide Texas Impaired Driving Task Force by 9/30/2016
- Coordinate 2 meetings of the Texas Impaired Driving Task Force by 9/30/2016
- Identify 2 Impaired driving subcommittees to support the Texas Impaired Driving Task Force by 9/30/2016
- Develop 2 Educational documents for the impaired driving program (1-2 pages each) by 9/30/2016
- Submit 12 content revisions to the Texas impaired driving website (dyingtodrink.org) by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$238,215.31	\$0.00	\$0.00	\$59,577.91	\$297,793.22

<i>Project #</i> 2016-TABC-G-1YG-0079	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Alcoholic Beverage Commission
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Title / Desc. Texas Alcoholic Beverage Commission Public Safety Project

To enhance training for local law enforcement on alcoholic beverage laws and increase the number of inspections at licensed retailers thereby increasing public safety and voluntary compliance.

Objectives

- Distribute 1000 law enforcement toolkits to enhance existing law enforcement education programs by 9/30/2016
- Develop 1 online toolkit for community members that contains materials on the alcoholic beverage laws by 9/30/2016
- Develop 1 online retailer toolkit that contains materials on the alcoholic beverage laws by 9/30/2016
- Produce 1 series of 3-5 training videos to enhance education programs for local law enforcement by 9/30/2016
- Conduct 6000 inspections at licensed alcoholic beverage locations by 9/30/2016
- Train 5000 commissioned peace officers on alcoholic beverage enforcement operations/laws by 9/30/2016
- Educate 4000 employees of TABC licensed locations about the alcoholic beverage laws and responsible service by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$482,336.24	\$0.00	\$0.00	\$595,489.75	\$1,077,825.99

Task: Enforcement

Alcohol and Other Drug Counter Measures AL - 02

Project # 2016-TDPS-G-1YG-0037 *Division* TRF-TS *Organization Name* Texas Department of Public Safety

Title / Desc. Evidential Breath and Blood Alcohol Testing

The DPS Crime Laboratory will use overtime funds and purchase equipment to expedite blood alcohol and drug tests.

Objectives

- Purchase 1 Toxicology Solid Phase Extraction Concentration Equipment by 9/30/2016
- Purchase 1 Toxicology Solid Phase Extraction Equipment by 9/30/2016
- Purchase 1 Automatic crimper for blood alcohol sample preparation by 9/30/2016
- Purchase 4 Pipettes for blood alcohol sample preparation by 9/30/2016
- Purchase 1 Repeater pipetter for blood alcohol sample preparation by 9/30/2016
- Purchase 1 Nitrogen generator to provide carrier gas for blood alcohol samples by 9/30/2016
- Purchase 2 Gas Chromatograph instruments to analyze blood alcohol specimens by 9/30/2016
- Purchase 14 Hamilton diluters for blood alcohol sample preparation by 9/30/2016
- Certify 300 law enforcement officers as breath alcohol test operators by 9/30/2016
- Coordinate 7500 overtime hours to conduct blood alcohol and drug analysis from individuals arrested for DWI by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5HVE	\$631,150.00	\$0.00	\$0.00	\$351,000.00	\$982,150.00

Project # TDPS Troopers conducting impaired driving patrols. *Division* TRF-TS *Organization Name* Texas Department of Public Safety

Title / Desc. Match from salaries of DPS Troopers conducting impaired driving patrols.

NULL

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$0.00	\$0.00	\$0.00	\$18,000,000.00	\$18,000,000.00

Project # STEP DWI *Division* TRF-TS *Organization Name* Texas Department of Transportation

Title / Desc. STEP DWI

Increased DWI enforcement and public information and education activities

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2016-ColStaPD-S-1YG-0037	City of College Station - Police Department	402	AL	\$16,507.68	\$4,179.13	\$20,686.81

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$16,507.68	\$0.00	\$0.00	\$4,179.13	\$20,686.81

Task: Enforcement Alcohol and Other Drug Counter Measures AL - 02

Project # *Division* *Organization Name*
 STEP Wave DWI TRF-TS Texas Department of Transportation

Title / Desc. STEP Wave DWI
Increased DWI enforcement and public information and education.

Related SubProjects:

<i>Project #</i>	<i>Organization</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>Local Match</i>	<i>Project Total</i>
2016-CdrPrkPD-S-1YG-0044	City of Cedar Park - Police Department	402	AL	\$25,713.31	\$8,623.00	\$34,336.31
2016-DaingrFI-S-1YG-0049	City of Daingerfield - Police Department	402	AL	\$4,440.00	\$3,855.44	\$8,295.44
2016-HGAC-S-1YG-0087	Houston-Galveston Area Council	402	AL	\$154,350.41	\$45,250.00	\$199,600.41

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
3	402	AL	\$184,503.72	\$0.00	\$0.00	\$57,728.44	\$242,232.16

Project # *Division* *Organization Name*
 TRF-TS TBD TRF-TS Texas Department of Transportation

Title / Desc. TRF IDM Blitz Grants
Coordinate and conduct quarterly mobilizations consisting of increased DWI enforcement and earned media activities.

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
60	405D	M5HVE	\$1,200,000.00	\$0.00	\$0.00	\$600,000.00	\$1,800,000.00

Project # *Division* *Organization Name*
 TRF-TS TBD TRF-TS Texas Department of Transportation

Title / Desc. IDM Incentive Grants
Recruit law enforcement agencies to volunteer their enforcement and earned media efforts during IDM. TxDOT is planning on distributing twenty \$3,000 awards through a random drawing process to agencies.

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
25	402	AL	\$60,000.00	\$0.00	\$0.00	\$0.00	\$60,000.00

Task: Enforcement

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-TDCAA-G-1YG-0041	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas District and County Attorneys Association
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Title / Desc. **DWI Resource Prosecutor**

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

Objectives

- Provide 30 new DA investigators with TDCAA's Case Preparation publication at the new investigator training by 3/31/2016
- Provide 30 attendees the Advanced Trial Skills Course with publications as course material by 9/30/2016
- Coordinate 1 statewide task force of DWI prosecutors by 9/30/2016
- Maintain 1 web site with updated DWI-related content at tdcaa.com by 9/30/2016
- Provide 120 technical assistance e-mails to prosecutors, officers and traffic safety partners by 9/30/2016
- Train 25 prosecutors and prosecutor support staff at a Train the Trainer program by 5/2/2016
- Train 1000 prosecutors and police officers at regional DWI programs and provide publications by 9/30/2016
- Provide 4 presentations to Traffic Safety Partners by qualified speakers on DWI and Traffic Safety by 9/30/2016
- Provide 2850 Punishment and Probation publications to all prosecutors in Texas by 9/30/2016
- Provide 2850 DWI Investigation and Prosecution publications to all prosecutors in Texas by 6/30/2016
- Provide 2850 Traffic Stops publications to all prosecutors in Texas by 12/31/2015
- Train 200 new prosecutors at week long Prosecutor Trial Skills programs and provide with publications by 7/31/2016
- Produce 4 impaired driving prosecution specific articles for TDCAA periodicals by 9/30/2016
- Distribute 12 case notes on important DWI appellate decisions by e-mail and archive at tdcaa.com by 9/30/2016
- Provide 1 dedicated DWI Resource Prosecutor at the Texas District & County Attorneys Association by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5HVE	\$618,736.00	\$0.00	\$0.00	\$486,970.00	\$1,105,706.00

Task: Public Information Campaigns

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-ESCVI-G-1YG-0122	<i>Division</i> TRF-TS	<i>Organization Name</i> Education Service Center, Region VI
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Title / Desc. Alcohol Drug And Safety Training Education Program AD-A-STEP for Life.

Up to a 2 hour Alcohol & Drug Education course for adults identified as under educated by federal guidelines, Boys & Girls Club, YMCA & K-12 students, college freshman & parents in identified programs.

Objectives

- Develop 1 Teacher/Staff resource binder to consist of program lessons, supplementals, games and activities by 9/30/2016
- Analyze 500 Participant evaluations to determine overall effectiveness of Alcohol Drug & Safety Training Program by 9/30/2016
- Teach 700 Adult Education, ESL, Boys & Girls Club, YMCA, college freshmen & parents in the AD-A-STEP program by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	\$101,660.17	\$0.00	\$0.00	\$36,797.50	\$138,457.67

<i>Project #</i> 2016-Hillcres-G-1YG-0163	<i>District</i> WAC	<i>Organization Name</i> Hillcrest Baptist Medical Center-Hillcrest
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Title / Desc. Texas Reality Education for Drivers

The Texas Reality Education for Drivers, the RED Program, is an alcohol and other drug countermeasures program for young drivers and their families with educational programming in a hospital setting.

Objectives

- Implement 1 web-based microsite for the dissemination of event information and seasonal traffic safety campaigns by 8/5/2016
- Conduct 1 Reality Education for Drivers (RED) campaign during back to school time by 9/28/2016
- Conduct 1 Reality Education for Drivers (RED) campaign during graduation or summer events by 7/22/2016
- Conduct 1 Reality Education for Drivers (RED) campaign during prom and formal events by 5/27/2016
- Conduct 1 Reality Education for Drivers (RED) campaign during spring break by 5/9/2016
- Conduct 22 experiential training sessions utilizing the driving simulator by 9/23/2016
- Participate in 15 health fairs/community events featuring Reality Education for Drivers (RED) information by 9/8/2016
- Conduct 36 Reality Education for Drivers (RED) Programs in hospital trauma centers by 9/30/2016
- Distribute 15000 PI&E pieces increasing public education and information to youth and adults by 9/30/2016
- Establish 18 collaborative ventures designed to reduce alcohol and drug related motor vehicle crashes by 9/12/2016
- Conduct 20 youth presentations utilizing Reality Education for Drivers (RED) concepts in schools and communities by 9/1/2016
- Collect 1500 Reality Education for Drivers (RED) alcohol and other drug assessments from participants ages 14+ by 8/22/2016
- Conduct 16 Reality Education for Drivers (RED) adult presentations by 8/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$231,586.30	\$0.00	\$0.00	\$221,901.60	\$453,487.90

Task: Public Information Campaigns

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-TST-G-1YG-0104	<i>Division</i> TRF-TS	<i>Organization Name</i> Texans Standing Tall
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Title / Desc. Zero Alcohol for Youth Campaign and Statewide Youth Leadership Council to Reduce Impaired Driving

Zero Alcohol for Youth Campaign and Youth Leadership Council are youth-led programs to reduce impaired driving and increase awareness and enforcement of Texas zero tolerance laws on youth alcohol use.

Objectives

- Evaluate 1 Zero Alcohol for Youth program by 9/30/2016
- Implement 10 Zero Alcohol for Youth Campaign (ZAYC) next-step training sessions by 9/30/2016
- Support 1 Zero Alcohol for Youth Campaign (ZAYC) & Youth Leadership Council (YLC) by promoting the programs by 9/30/2016
- Train 2 new sites to implement the Zero Alcohol for Youth Campaign (ZAYC) by 9/30/2016
- Coordinate 9 Texans Standing Tall (TST) and Youth Leadership Council (YLC) collaboration opportunities by 9/30/2016
- Train 1 Youth Leadership Council (YLC) by 9/30/2016
- Support 1 Statewide Youth Leadership Council (YLC) and its role in Texans Standing Tall (TST) by 9/30/2016
- Evaluate 1 Youth Leadership Council (YLC) program by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	\$290,771.99	\$0.00	\$1,000.00	\$73,517.50	\$365,289.49

<i>Project #</i> 2016-TST-G-1YG-0133	<i>Division</i> TRF-TS	<i>Organization Name</i> Texans Standing Tall
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Title / Desc. Screening and Brief Intervention for Risky Alcohol Use and Related Behavior among College Students

Screening and Brief Intervention is an evidence-based strategy to screen high-risk college students to identify risky alcohol use and related behavior, such as DUI/DWI, and motivate them to stop.

Objectives

- Support 1 Screening and Brief Intervention (SBI) strategy by promoting it to broader communities by 9/30/2016
- Support 1 Screening and Brief Intervention (SBI) strategy by promoting it at TST Statewide Summit by 7/15/2016
- Evaluate 1 Screening and Brief Intervention (SBI) training and process fidelity by 9/30/2016
- Provide 4 Campuses with resources for implementing SBI and reducing risky alcohol use on campus by 9/30/2016
- Assist 4 Campuses in identifying environmental prevention strategies for their campus by 9/30/2016
- Train 4 College campuses to implement SBI by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	\$281,078.87	\$0.00	\$0.00	\$70,584.80	\$351,663.67

Task: Public Information Campaigns

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-TST-G-1YG-0138	<i>Division</i> TRF-TS	<i>Organization Name</i> Texans Standing Tall
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Title / Desc. **Enhanced Visibility Enforcement Campaign to Reduce Underage Social Access to Alcohol and DUI**

Using controlled party dispersal and media advocacy, this campaign focuses on holding adults who provide alcohol to youth accountable and increasing awareness of social host and Zero Tolerance Laws.

Objectives

- Evaluate 1 Enhanced Visibility Enforcement Campaign (EVEC) to reduce underage social access to alcohol by 9/30/2016
- Update 1 TST website on youth social access to alcohol by 9/30/2016
- Provide 1 advanced Social Host Training Intensive to community coalitions by 9/30/2016
- Provide 4 media plan development trainings for community coalitions by 9/30/2016
- Provide 4 media advocacy trainings for community coalitions for Enhanced Visibility Enforcement Campaign by 9/30/2016
- Assist 4 community coalitions and law enforcement in utilizing SnapTrends and other resources to reduce under by 9/30/2016
- Coordinate 4 trainings for local law enforcement on controlled party dispersal training techniques by 9/30/2016
- Support 1 Enhanced Visibility Enforcement Campaign (EVEC) by promoting the program by 9/30/2016
- Support 4 community coalitions and law enforcement conducting the Enhanced Visibility Enforcement Campaign by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5PEM	\$234,807.05	\$0.00	\$1,000.00	\$59,390.05	\$295,197.10

Task: Public Information Campaigns

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-Texas Ag-G-1YG-0061	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Agrilife Extension Service
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Title / Desc. Texas A&M AgriLife Extension Service Watch UR BAC Alcohol Awareness Program

Education and awareness program on the dangers of impaired driving to reduce alcohol and other drug related crashes and fatalities. Emphasis is on youth, especially in rural counties.

Objectives

- Conduct 1 media activity to promote awareness of the dangers of impaired driving by 8/31/2016
- Create 1 pilot program on the dangers of senior citizens driving under the influence of medications by 7/31/2016
- Maintain 1 website at watchurbac.tamu.edu with alcohol and other drug awareness information by 8/31/2016
- Maintain 2 social networking sites for information dissemination and marketing of programs by 8/15/2016
- Distribute 32000 PI&E resources to promote alcohol and other drug awareness, laws and campaigns by 8/31/2016
- Create 1 campaign entitled "Drive High. Get a DWI." by 7/31/2016
- Conduct 6 Driving While Intoxicated (DWI) Law Enforcement Advisory Group meetings by 9/15/2016
- Conduct 15 demonstrations on the use of ignition interlock technologies by 8/31/2016
- Create 1 toolkit for adults to increase awareness of underage drinking and/or drug use by 6/30/2016
- Support 120 events to educate the public about alcohol & other drug awareness by 9/15/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1*AL	\$511,900.15	\$0.00	\$0.00	\$173,797.60	\$685,697.75

Task: Public Information Campaigns

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-TTI-G-1YG-0022	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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Title / Desc. Peer-to-Peer Program for Decreasing Impaired Driving Among College Students

Deliver a statewide peer-to-peer program aimed at decreasing impaired driving among college students. This project will build upon early success & program features of the U in the Driver Seat program.

Objectives

- Evaluate 1 starter kit and program resources to support continued program deployment. by 9/30/2016
- Establish 1 Collaborative partnership with a fellow subgrantee that also focuses on impaired driving among youth by 9/30/2016
- Manage 1 established social media presence to support program outreach and information dissemination by 9/30/2016
- Administer 1 statewide contest for college students to help generate target audience material for the program by 9/30/2016
- Conduct 1 impaired driving prevention leadership activity with state advisory board at state-wide symposium by 9/30/2016
- Conduct 1 state-wide symposium with the theme of reducing impaired driving among college students by 9/30/2016
- Coordinate 2 regional safety fairs related to impaired driving prevention on college campuses by 9/30/2016
- Maintain 1 state advisory board comprised of college students to help lead and guide program content & outreach by 9/30/2016
- Develop 1 new set of educational materials related to "other drugs" to add to starter kit by 9/30/2016
- Provide 17 college campuses in Texas with resources to address impaired driving among college students by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$331,633.55	\$0.00	\$0.00	\$112,388.98	\$444,022.53

<i>Project #</i> 2016-TTI-G-1YG-0024	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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Title / Desc. TDS Program Outreach Enhancement with Distracted Driving Safety Presentations & Assemblies

To decrease teen crashes by providing safety presentations by Tyson Dever & MMA. The goal is to inspire students to make safer decisions & for passengers to help the driver avoid distractions.

Objectives

- Utilize 2 Social media outlets for Tyson Dever to share safety messages & communicate about his presentations by 9/30/2016
- Acquire 1 Feedback about the safety presentations by the TDS Teen Advisory Board by 6/30/2016
- Educate 6000 People about safe driving habits through these 30 safety presentations by 9/30/2016
- Conduct 10 Motivational Media Assemblies by 9/30/2016
- Conduct 20 Distracted Driving Safety Presentations by Tyson Dever by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$70,673.46	\$0.00	\$0.00	\$18,850.45	\$89,523.91

Task: Public Information Campaigns

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> TRF-TS TBD	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Department of Transportation
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Title / Desc. Impaired Driving Media Campaign

TxDOT is seeking to execute a statewide, comprehensive, yearlong alcohol and impaired driving media campaign that focuses on a seasonal media campaign during football season, Christmas/New Year Holiday, a statewide bilingual public awareness and education campaign, a College and Young Adult Impaired Driving campaign, and Statewide media campaign during the national crackdown over the labor day holiday. This includes a multi-day Driving Summit.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	\$4,000,000.00	\$0.00	\$0.00	\$4,000,000.00	\$8,000,000.00

<i>Project #</i> TRF-TS TBD	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Department of Transportation
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Title / Desc. Project Celebration

Project Celebration Mini-Grants are state funded grants to approximately 575 high schools to assist in sponsoring alcohol free events around prom and graduation time.

Budget:

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

<i>Project #</i> 2016-Travis C-G-1YG-0073	<i>District</i> AUS	<i>Organization Name</i> Travis County Attorney's UDPP
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Title / Desc. Comprehensive Underage Drinking Prevention Program

To conduct a comprehensive underage drinking prevention program through education efforts and peer to peer interaction to reduce underage drinking and driving and underage alcohol consumption.

Objectives

- Conduct 1 year round public information and education (PI&E) campaign in the tri-county area by 9/30/2016
- Conduct 5 Underage Drinking Prevention Task Force meetings by 9/30/2016
- Collect 12 months of UDPP statistics in Travis, Hays and Williamson Counties by 9/30/2016
- Participate in 50 community events in Travis, Hays and Williamson Counties by 9/30/2016
- Establish 12 collaboration(s) between existing agencies on underage drinking and anti-DWI issues by 9/30/2016
- Conduct 450 Busted and Why Risk It? presentations to youth and adults in Travis, Hays and Williamson Counties by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5PEM	\$178,261.79	\$0.00	\$0.00	\$232,364.08	\$410,625.87

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

<i>Project #</i> 2016-MADD-G-1YG-0006	<i>Division</i> TRF-TS	<i>Organization Name</i> Mothers Against Drunk Driving
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Title / Desc. TAKE THE WHEEL in Smith and Gregg Counties

To increase awareness and reduce alcohol related traffic fatalities in Smith and Gregg counties in collaboration with law enforcement, the criminal justice system and citizens.

Objectives

- Train 20 Case Court Monitors to serve as Court Monitors by 9/30/2016
- Conduct 4 MADD Event Speakers Bureau Training Workshops by 9/30/2016
- Attend 4 TXDOT Partner's Events by 9/15/2016
- Coordinate 2 Judiciary Roundtable Meetings for judges, prosecutors, and probation officers on DWI/DUI by 9/30/2016
- Educate 100 Parents in Power of Parents Curriculum in Smith & Gregg Counties by 9/30/2016
- Conduct 2 Take The Wheel Media Awareness Campaigns in Smith & Gregg Counties by 9/30/2016
- Conduct 30 LE Roll Call Briefs by 9/30/2016
- Coordinate 2 Law Enforcement Recognition and Award Ceremonies by 9/30/2016
- Participate in 650 DWI/DUI Court Cases to monitor prosecution processes by 9/30/2016
- Attend 8 Coalition/Task Force Meetings to address traffic fatalities involving alcohol in Smith & Gregg Co by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$139,120.07	\$0.00	\$0.00	\$48,560.79	\$187,680.86

<i>Project #</i> 2016-MADD-G-1YG-0117	<i>District</i> SAT	<i>Organization Name</i> Mothers Against Drunk Driving
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Title / Desc. TAKE THE WHEEL Initiative in Bexar County.

To increase awareness and reduce alcohol related traffic fatalities in Bexar County in collaboration with law enforcement, the criminal justice system and citizens.

Objectives

- Train 20 Case Court Monitors by 9/30/2016
- Conduct 4 MADD Event Speakers Bureau Training Workshops by 9/30/2016
- Attend 4 TXDOT Alcohol Partner Events by 9/15/2016
- Coordinate 2 Roundtable Meetings for judges, prosecutors, and probation officers on DWI issues by 9/30/2016
- Educate 100 Parents in Power of Parents Curriculum in Bexar County by 9/30/2016
- Conduct 2 MADD Take The Wheel Media Awareness Campaigns by 9/30/2016
- Coordinate 1 Law Enforcement Recognition and Awards by 9/30/2016
- Conduct 36 Roll Call Briefings by 9/30/2016
- Participate in 800 DWI/DUI court cases to monitor prosecution processes by 9/30/2016
- Attend 18 Coalition or Task Force Meetings to discussions of alcohol related traffic fatalities by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$136,933.43	\$0.00	\$0.00	\$51,264.58	\$188,198.01

Task: Training

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-MADD-G-1YG-0118	<i>District</i> ELP	<i>Organization Name</i> Mothers Against Drunk Driving
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Title / Desc. **TAKE THE WHEEL Initiative in El Paso County.**

To increase awareness and reduce alcohol related traffic fatalities in El Paso county in collaboration with law enforcement, the criminal justice system and citizens.

Objectives

- Train 20 Case Court Monitors by 9/30/2016
- Conduct 4 MADD Event Speakers Bureau Training Workshops by 9/30/2016
- Attend 4 TXDOT Alcohol Partner Events by 9/30/2016
- Coordinate 2 Roundtable Meetings for judges, prosecutors, and probation officers by 9/30/2016
- Educate 100 Parents in Power of Parents Curriculum in El Paso County by 9/30/2016
- Conduct 36 Roll Call Briefings by 9/30/2016
- Coordinate 1 Law Enforcement Recognition and Award Ceremony by 8/31/2016
- Conduct 2 MADD Take The Wheel Media Awareness Campaigns by 9/30/2016
- Participate in 700 DWI/DUI court cases to monitor prosecution processes by 9/30/2016
- Attend 12 Coalition/Task Force Meetings to discuss alcohol related traffic fatalities by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$129,498.90	\$0.00	\$0.00	\$47,088.95	\$176,587.85

<i>Project #</i> 2016-MADD-G-1YG-0119	<i>Division</i> TRF-TS	<i>Organization Name</i> Mothers Against Drunk Driving
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Title / Desc. **Take The Wheel Initiative in Harris and Montgomery Counties.**

Increase awareness to reduce alcohol related traffic fatalities in Harris and Montgomery Counties in collaboration with Law Enforcement, the Criminal Justice System and community citizens.

Objectives

- Train 40 Case Court Monitors to report on DUI/DWI court cases by 9/30/2016
- Attend 2 TXDOT Alcohol Partners Events by 9/15/2016
- Conduct 4 Speakers Bureau Training Sessions by 9/30/2016
- Coordinate 2 Roundtable Meetings for judges, prosecutors, probation officers on DWI/DUI issues by 9/30/2016
- Educate 100 Parents in the Power of Parents Curriculum in Harris/Montgomery Counties by 9/30/2016
- Conduct 2 MADD Take The Wheel Media Awareness Campaigns by 9/30/2016
- Coordinate 1 Law Enforcement Recognition and Awards Ceremony by 9/30/2016
- Participate in 2400 DWI/DUI court cases to monitor prosecution processes by 9/30/2016
- Attend 13 Coalition/Task Force Meetings related to alcohol traffic fatality issues by 9/30/2016
- Complete 80 Roll Call Briefings by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$288,973.97	\$0.00	\$0.00	\$201,882.10	\$490,856.07

Task: Training

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-MADD-G-1YG-0120	<i>Division</i> TRF-TS	<i>Organization Name</i> Mothers Against Drunk Driving
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Title / Desc. **Take The Wheel Initiative in Dallas, Travis, Cameron/Hidalgo Counties.**

Increase awareness to reduce alcohol related fatalities in Dallas, Travis, Cameron/Hidalgo counties in collaboration with Law Enforcement, Criminal Justice System/Judiciary and community citizens.

Objectives

- Train 60 Case Court Monitors to monitor court cases involving DUI/DWI by 9/30/2016
- Conduct 12 Speakers Bureau Training Workshops by 9/30/2016
- Attend 4 TXDOT Alcohol Partner Events by 9/15/2016
- Coordinate 6 Roundtable Meetings for judges, prosecutors, and probation officers on DWI issues by 9/30/2016
- Educate 100 Parents in Power of Parents Curriculum in Dallas, Travis, Cameron/Hidalgo Counties by 9/30/2016
- Conduct 6 MADD Take The Wheel Media Awareness by 9/30/2016
- Conduct 120 Law Enforcement Roll Call Briefings by 9/30/2016
- Coordinate 3 Law Enforcement Recognition and Award Ceremonies by 9/30/2016
- Participate in 2400 DWI/DUI court cases to monitor prosecution processes by 9/30/2016
- Attend 56 Coalition/Task Force Meetings to discuss alcohol traffic fatalities by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$790,763.63	\$0.00	\$0.00	\$364,396.27	\$1,155,159.90

Task: Training

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-SHSU-G-1YG-0002	<i>Division</i> TRF-TS	<i>Organization Name</i> Sam Houston State University
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Title / Desc. Impaired Driving Initiatives --DECP, ARIDE and DITEP

Maintain a network of certified DREs/DRE Instructors, ensure compliance with DRE standards, and compile data on impaired driving in Texas. Provide DRE, ARIDE and DITEP training in Texas.

Objectives

- Conduct 2 Agency coordinator regional meetings to review the Texas Drug Recognition Expert program by 9/30/2016
- Provide 100 Texas prosecutors with DRE updates, materials, lists of current DREs and DRE instructors by 9/30/2016
- Train 60 Texas peace officers in the NHTSA/IACP approved DRE course by 9/30/2016
- Train 275 Texas peace officers in the NHTSA/IACP approved ARIDE course by 9/30/2016
- Revise 1 Texas DRE Recertification curriculum maintaining IACP standards by 9/30/2016
- Revise 1 Set of DRE student and instructor policies by 9/30/2016
- Train 500 Secondary educational professionals in the NHTSA/IACP approved DITEP training by 9/30/2016
- Maintain 1 Sam Houston State University Impaired Driving Grant Website by 9/30/2016
- Maintain 1 National DRE Tracking Database (Texas Section) by 9/30/2016
- Conduct 1 Drug Recognition Expert Work Group meeting by 4/30/2016
- Train 75 DREs in the 8 hour Texas DRE Recertification course by 9/30/2016
- Conduct 1 DRE instructor update course by 9/30/2016
- Develop 1 DRE instructor subcontract to be implemented by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$649,205.76	\$0.00	\$0.00	\$639,753.74	\$1,288,959.50

<i>Project #</i> 2016-SHSU-G-1YG-0081	<i>Division</i> TRF-TS	<i>Organization Name</i> Sam Houston State University
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Title / Desc. Drug Impairment Training for Texas Community Supervision, Juvenile Probation and Parole Officers.

The primary goal is to provide a 6-hour curriculum on drug impairment to TX Community Supervision, Juvenile Probation & Parole Officers reducing fatalities and injuries on TX roadways.

Objectives

- Train 350 TX Community Supervision, Juvenile Probation & Parole Officers in 6-hour drug impairment course by 9/30/2016
- Maintain 1 Sam Houston State University Impaired Driving Initiatives website by 9/30/2016
- Develop 1 Instructor subcontract-Drug Impairment Training TX Supervision, Juvenile Probation & Parole Officers by 9/30/2016
- Conduct 1 Advisory Group meeting to review the Drug Impairment Training for TX Supervision, Juvenile Probation by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$134,265.82	\$0.00	\$0.00	\$86,228.59	\$220,494.41

Task: Training

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-SHSU-G-1YG-0102	<i>Division</i> TRF-TS	<i>Organization Name</i> Sam Houston State University
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Title / Desc. Drug Impairment Training for Texas Employers (DITTE)

This proposal will continue to work with Texas employers to educate employees/managers on traffic safety, specifically impaired driving, reducing the number of fatalities & injuries on Texas roadways.

Objectives

- Train 375 Texas employers in the 6-hour drug impairment training course by 9/30/2016
- Maintain 1 Sam Houston State University Impaired Driving Initiatives website by 9/30/2016
- Develop 1 DITTE instructor subcontract for implementation by 9/30/2016
- Conduct 1 Advisory Group meeting to review the Drug Impairment Training for Texas Employers curriculum by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1*AL	\$161,320.76	\$0.00	\$0.00	\$87,764.00	\$249,084.76

<i>Project #</i> 2016-TTI-G-1YG-0035	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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Title / Desc. Blood Alcohol Concentration (BAC) Reporting in Texas: Improving ME Office and County Performance

Identify issues, address problems and assist medical examiners, justice of the peace and law enforcement agencies to report missing driver BAC toxicology results to TxDOT Crash Records.

Objectives

- Survey 100 Justice of the Peace offices to determine decision making process on ordering toxicology testing by 9/30/2016
- Survey 10 medical examiner offices to determine decision making process on ordering toxicology testing by 9/30/2016
- Support 1 TxDOT in improving the reporting of blood alcohol concentration (BAC) results by 9/30/2016
- Create 1 technical memorandum/report by 9/30/2016
- Create 1 process flow for blood alcohol concentration (BAC) reporting in fatal crashes by 6/30/2016
- Conduct 1 crash analysis involving blood alcohol concentration (BAC) reporting for TxDOT Traffic Records by 9/30/2016
- Evaluate 10 blood alcohol concentration reporting processes used by Medical Examiner Offices by 5/31/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$92,954.00	\$0.00	\$0.00	\$23,250.12	\$116,204.12

Task: Training

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-TAC-G-1YG-0188	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Association of Counties
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Title / Desc. Rural Courts Impaired Driving Liaison Project

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

Objectives

- Maintain 1 DWI website by 9/30/2016
- Maintain 1 telephone hotline/help desk by 9/30/2016
- Attend 2 Education committee meetings by 9/30/2016
- Educate 260 Constitutional County Judges by 9/30/2016
- Develop 1 impaired driving curriculum by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	AL	\$227,399.79	\$0.00	\$0.00	\$121,435.00	\$348,834.79

<i>Project #</i> 2016-TCJ-G-1YG-0107	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Center for the Judiciary
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Title / Desc. Texas Judicial Resource Liaison and Impaired Driving Judicial Education

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

Objectives

- Participate in 1 College for New Judges Conference by 9/30/2016
- Evaluate 6 Texas DWI Courts by 9/30/2016
- Manage 1 Texas Judges' DWI Resource website by 9/30/2016
- Distribute 3 DWI Newsletters by 8/31/2016
- Conduct 3 DWI judicial education breakout sessions at the Annual Judicial Education Conference by 9/30/2016
- Conduct 1 Impaired Driving Forum by 8/15/2016
- Conduct 1 DWI Court Team Conference by 9/30/2016
- Conduct 2 DWI Summit meetings by 9/30/2016
- Conduct 3 DWI judicial education breakout sessions at the Criminal Justice Conference by 6/30/2016
- Conduct 1 DWI Court Team Training by 8/31/2016
- Conduct 4 DWI judicial education breakout sessions at the Regional Conferences by 6/30/2016
- Maintain 1 Texas Judicial Resource Liaison by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$722,625.52	\$0.00	\$0.00	\$742,810.28	\$1,465,435.80

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-TJCTC-G-1YG-0103	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Justice Court Training Center
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Title / Desc. **Texas Justice Court Traffic Safety Initiative**

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

Objectives

- Maintain 1 Texas DWI Bond Schematic Program by 9/30/2016
- Educate 20 groups of county officials or groups of judges on the benefits of the DWI Bond Schematic Program by 9/30/2016
- Participate in 1 seminar focusing on DWI law impacting all levels of the judiciary by 9/30/2016
- Distribute 3 newsletters containing an article relevant to the program by 8/31/2016
- Distribute 1 newsletter related entirely to program areas to all justices of the peace and court personnel by 4/30/2016
- Maintain 1 Internet site dedicated to the program, accessible to justices of the peace and court personnel by 9/30/2016
- Distribute 1 TJCTC DWI Magstration & Inquest Field Guide electronically to justices of the peace by 7/31/2016
- Revise 1 TJCTC DWI Magstration & Inquest Field Guide by 6/30/2016
- Distribute 1 TJCTC Guide to Reporting Requirements electronically to justices of the peace and court personnel by 7/31/2016
- Revise 1 TJCTC Guide to Reporting Requirements by 6/30/2016
- Train 1 group of newly-elected or appointed justices of the peace in program areas at new judge seminars by 6/30/2016
- Conduct 6 2-hour program classes at 16 hour court personnel seminars by 7/31/2016
- Conduct 5 4-hour program classes at 20 hour justice of the peace seminars by 7/31/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$139,078.31	\$0.00	\$0.00	\$140,685.26	\$279,763.57

Task: **Training**

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-TMCEC-G-1YG-0043	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Municipal Courts Education Center
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Title / Desc. **Municipal Traffic Safety Initiatives**

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

Objectives

- Conduct 1 Teen Court Planning/Training Seminar by 8/31/2016
- Coordinate 24 Traffic safety/impaired driving exhibits at city and court-related seminars and events by 9/30/2016
- Conduct 1 Statewide traffic safety conference for judges, court staff, and city officials by 6/30/2016
- Produce 10 Newsletter pages on traffic safety/impaired driving for municipal courts by 9/30/2016
- Train 100 Municipal prosecutors on traffic safety/impaired driving at in-person courses and webinars by 9/30/2016
- Educate 1100 Municipal judges through an awareness (PI&E) campaign on impaired driving by 9/30/2016
- Train 1000 Municipal judges in traffic safety/impaired driving at in-person courses and webinars by 9/30/2016
- Train 700 Municipal court personnel on traffic safety/impaired driving through in-person courses and webinars by 9/30/2016
- Train 75 Magistrates on traffic safety/impaired driving through in-person courses and webinars by 9/30/2016
- Participate in 1 Joint impaired driving forum for judges with three other judicial education centers by 9/30/2016
- Produce 5 Information pages and links for the MTSI website on traffic safety issues by 9/30/2016
- Identify 9 Courts as MTSI Traffic Safety Award Recipients by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	AL	\$373,355.12	\$0.00	\$6,000.00	\$213,442.10	\$592,797.22

Task: Training

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-TMPA-G-1YG-0045	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Municipal Police Association
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Title / Desc. Law Enforcement Training to Reduce Impaired Driving by People Under 21

This program will increase the enforcement of laws related to underage drinking and impaired driving through increased law enforcement training and local coalition building.

Objectives

- Train 100 criminal justice supporting personnel with a one hour module from the FRIDAY/ADAPT curricula by 9/30/2016
- Attend 4 TxDOT Alcohol Partners' Events by 9/30/2016
- Conduct 2 train the trainer courses by 5/31/2016
- Distribute 18000 Public Information and Educational Materials to class attendees and in program marketing by 9/30/2016
- Attend 1 national conference on underage impaired driving by 9/30/2016
- Evaluate 100% of the FRIDAY and ADAPT instructors teaching the program courses by 9/30/2016
- Conduct 2 regional trainings on reducing impaired driving for the FRIDAY and ADAPT adjunct instructors by 9/30/2016
- Update 3 sets of curricula for the FRIDAY and ADAPT classes by 8/31/2016
- Train 1150 law enforcement officers and supporting personnel in the 8 hour FRIDAY and ADAPT classes by 9/30/2016
- Train 300 criminal justice supporting personnel in the 4-hour FRIDAY and ADAPT courses by 9/30/2016
- Participate in 20 coalition related activities focused on reducing impaired driving among youth by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$615,750.15	\$0.00	\$0.00	\$358,420.00	\$974,170.15

<i>Project #</i> 2016-TMPA-G-1YG-0049	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Municipal Police Association
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Title / Desc. Texas Standardized Field Sobriety Testing (SFST) Refresher Training Program

To conduct and support Standardized Field Sobriety Testing Refresher/Update courses throughout the state for Texas peace officers.

Objectives

- Provide 2 news or information articles related to SFST or impaired driving by 9/30/2016
- Conduct 12 meetings with TxDOT Program Managers or Texas SFST staff by 9/30/2016
- Collect 120 alcohol related articles for Texas SFST social media by 9/30/2016
- Submit 1 follow-up evaluation analysis report to TxDOT by 9/30/2016
- Produce 1 training materials needed for the SFST Refresher Course by 9/30/2016
- Teach 160 Standardized Field Sobriety Testing Refresher Courses by 9/30/2016
- Support 10 other alcohol related programs/events by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$499,015.24	\$0.00	\$0.00	\$519,980.00	\$1,018,995.24

Task: Training

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-TMPA-G-1YG-0071	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Municipal Police Association
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Title / Desc. Texas Standardized Field Sobriety Testing Basic/Practitioner Course and Instructor Course Training

To conduct Standardized Field Sobriety Testing (SFST) Basic/Practitioner Courses and SFST Instructor courses statewide for Texas Peace Officers.

Objectives

- Collect 1 instructor/course evaluation from each attendee of each course by 9/30/2016
- Produce 1 training materials needed for the SFST Instructor Course by 9/30/2016
- Produce 1 training materials needed for the SFST Basic/Practitioner Course by 3/30/2016
- Conduct 2 Standardized Field Sobriety Testing (SFST) Instructor Courses by 9/30/2016
- Teach 8 Standardized Field Sobriety Testing (SFST) Basic/Practitioner Courses by 9/30/2016
- Support 5 other alcohol related programs/events by 9/30/2016
- Conduct 2 meetings with TxDOT Program Managers of Texas SFST staff by 9/30/2016
- Submit 1 SFST Instructor follow-up evaluation analysis report to TxDOT by 9/30/2016
- Submit 1 Basic/Practitioner SFST follow-up evaluation analysis report to TxDOT by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$148,836.12	\$0.00	\$0.00	\$159,912.00	\$308,748.12

<i>Project #</i> 2016-TMPA-G-1YG-0105	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Municipal Police Association
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Title / Desc. Fundamentals of Driving While Intoxicated (DWI) Investigation & Enforcement Training Program

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

Objectives

- Support 2 local, state, or national conferences, forums, training, workshops or seminars by 9/30/2016
- Distribute 2000 public information and educational (PI&E) program material by 9/30/2016
- Evaluate 1 effectiveness of the program by 9/30/2016
- Conduct 45 Fundamentals of DWI Investigation & Enforcement Courses targeting undeserved LEOs by 9/30/2016
- Update 1 Fundamentals of DWI Investigation & Enforcement Course curriculum by 3/31/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405D	M5TR	\$220,457.53	\$0.00	\$0.00	\$164,600.00	\$385,057.53

Task: Training

Alcohol and Other Drug Counter Measures AL - 02

<i>Project #</i> 2016-UHD-G-1YG-0055	<i>Division</i> TRF-TS	<i>Organization Name</i> University of Houston/Downtown
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Title / Desc. **Mobile Video Training**

Law enforcement officer training course consisting of the legal and procedural use of mobile video recording for impaired driving countermeasures.

Objectives

- Train 200 Texas peace officers in 10 classes on the Mobile Video Training curriculum by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$131,600.00	\$0.00	\$0.00	\$131,200.00	\$262,800.00

<i>Project #</i> 2016-UHD-G-1YG-0075	<i>Division</i> TRF-TS	<i>Organization Name</i> University of Houston/Downtown
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Title / Desc. **Standardized Field Sobriety Testing/Blood Warrant/Mobile Video Updates**

Peace officer training course for Standardized Field Sobriety Testing Re-certification, Evidentiary Blood Search Warrants, and Mobile Video Updates.

Objectives

- Train 400 Texas peace officers in 20 classes on SFST/Blood Warrant/Mobile Video Updates by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405D	M5TR	\$139,200.00	\$0.00	\$0.00	\$131,200.00	\$270,400.00

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2016

FY 2016

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

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	101	\$25,087,263.87	\$499,226.71			\$3,992,208.30				\$20,595,828.86	\$201,011.40
Evaluation	0										
Public Information & Education	35	\$11,533,965.89	\$633,893.31	\$511,900.15		\$5,086,579.87	\$300,000.00	\$2,000.00	\$4,999,592.56	\$231,586.30	
Training	19	\$9,980,227.90	\$739,833.22	\$161,320.76		\$4,839,200.14		\$6,000.00	\$4,233,873.78		
TOTALS:	155	\$46,601,457.66	\$1,872,953.24	\$673,220.91		\$13,917,988.31	\$300,000.00	\$8,000.00	\$29,829,295.20	\$432,597.70	

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Emergency Medical Services **EM - 03**

Goals

- To improve EMS care and support provided to motor vehicle trauma victims in rural and frontier areas of Texas.

Strategies

- Increase EMS involvement in local community safety efforts.
- To increase the availability of EMS training in rural and frontier areas.

Project Descriptions

Task: **Training** Emergency Medical Services EM - 03

Project #	Division	Organization Name
2016-TEEXESTI-G-1YG-0009	TRF-TS	Texas Engineering Extension Service - ESTI

Title / Desc. Rural / Frontier EMS Education Training Program

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

Objectives

- Attend 15 Conference / Meetings to promote and distribute information about the grant by 9/30/2016
- Update 36 times, the funded class listing on the Rural / Frontier EMS Education website by 9/30/2016
- Train 175 students in continuing education classes by 9/30/2016
- Teach 70,000 Student hours while attending courses by 9/30/2016
- Attend 15 Conference / Meetings to promote and distribute information about the grant by 9/30/2016
- Train 1,200 students in initial EMS classes by 8/31/2016
- Update 36 times, the funded class listing on the Rural / Frontier EMS Education website by 9/30/2016
- Train 175 students in continuing education classes by 9/30/2016
- Teach 70,000 Student hours while attending courses by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	EM	\$469,220.54	\$0.00	\$0.00	\$837,369.38	\$1,306,589.92

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2016

FY 2016

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

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	101	\$25,087,263.87	\$499,226.71			\$3,992,208.30				\$20,595,828.86	\$201,011.40
Evaluation	0										
Public Information & Education	35	\$11,533,965.89	\$633,893.31	\$511,900.15		\$5,086,579.87	\$300,000.00	\$2,000.00	\$4,999,592.56	\$231,586.30	
Training	19	\$9,980,227.90	\$739,833.22	\$161,320.76		\$4,839,200.14		\$6,000.00	\$4,233,873.78		
TOTALS:	155	\$46,601,457.66	\$1,872,953.24	\$673,220.91		\$13,917,988.31	\$300,000.00	\$8,000.00	\$29,829,295.20	\$432,597.70	

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Emergency Medical Services **FY 2016**
Budget Module: EM - 03

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Eduction	0										
Training	1	\$1,306,589.92	\$469,220.54							\$837,369.38	
TOTALS:	1	\$1,306,589.92	\$469,220.54							\$837,369.38	

Motorcycle Safety

MC - 04

Goals

- To reduce the number of motorcyclist fatalities

Strategies

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

Project Descriptions

Task: Evaluation	<i>Motorcycle Safety MC - 04</i>
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<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2016-TTI-G-1YG-0029	TRF-TS	Texas A&M Transportation Institute

Title / Desc. Comprehensive Analysis of Motorcycle Crashes in Texas: A Multi-Year Snapshot

This project will provide a comprehensive analysis of motorcycle crashes from 2010-2014. The analysis will focus primarily on fatal crashes & secondarily on injury crashes.

Objectives

- Produce 1 Final report detailing the comprehensive statewide motorcycle crash analysis for 2010-2014 by 9/30/2016
- Develop 1 high-level analysis of crash trends over the 5 year analysis period including an examination of each by 9/30/2016
- Develop 1 Database of crashes used in analysis w/add'l qualitative & quantitative data for 2010-14 incidents by 9/30/2016
- Conduct 1 statewide analysis of selected motorcycle injury only crashes based on severity for 2010-2014 by 9/30/2016
- Conduct 1 statewide analysis of fatal motorcycle crashes for 2010-2014 by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	MC	\$218,575.91	\$0.00	\$0.00	\$54,711.07	\$273,286.98

Task: **Public Information Campaigns**

Motorcycle Safety MC - 04

Project # 2016-TTI-G-1YG-0030 Division TRF-TS Organization Name Texas A&M Transportation Institute

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

Public education & information outreach which involves motorcyclists & other safety groups helping to raise motorists' knowledge of safely sharing the road with motorcyclists & rider safety awareness.

Objectives

- Educate 500,000 people about motorcycle safety through outreach and awareness activities by 9/30/2016
- Provide 5 Technical assistance deliverables to the motorcycle safety program and/or TMSC by 9/30/2016
- Develop 1 Texas Statewide Motorcycle Safety Plan with tracking of assessment recommendations by 9/30/2016
- Evaluate 1 Campaign outreach activity by 9/30/2016
- Develop 1 Set of public info and education materials for use in statewide motorist awareness and motorcycle by 9/30/2016
- Participate in 10 events to raise safety awareness of motorists and motorcyclists through outreach activities by 9/30/2016
- Complete 52 Content updates and maintenance support to website by 9/30/2016
- Coordinate 1 Texas Motorcycle Safety Forum by 5/30/2016
- Coordinate 4 Texas Motorcycle Safety Coalition & Board Activities by 9/30/2016
- Develop 1 Outreach Plan by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MC	\$272,072.06	\$0.00	\$0.00	\$68,053.61	\$340,125.67

Project # 2016-TTI-G-1YG-0082 Division TRF-TS Organization Name Texas A&M Transportation Institute

Title / Desc. **Motorcyclists Safety Equipment Use Program**

The project will continue and expand the outreach program developed in FY15 to increase safety equipment use within the Texas motorcycling community.

Objectives

- Evaluate 1 statewide motorcyclist safety gear pilot campaign by 9/30/2016
- Develop 1 additional campaign message by 9/30/2016
- Distribute 3,000 public outreach campaign materials by 9/30/2016
- Purchase 1 motorcycle safety gear campaign materials by 2/15/2016
- Develop 1 statewide motorcyclist safety gear campaign and communications plan by 11/15/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	MC	\$99,975.89	\$0.00	\$0.00	\$25,006.15	\$124,982.04

Task: **Public Information Campaigns**

Motorcycle Safety MC - 04

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
TRF-TS TBD	TRF-TS	Texas Department of Transportation

Title / Desc. **Motorist Awareness of MC Media**

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

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405F	M9MA	\$500,000.00	\$0.00	\$0.00	\$500,000.00	\$1,000,000.00

Motorcycle Safety **FY 2016**
Budget Module: MC - 04

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	1	\$273,286.98	\$218,575.91								\$54,711.07
Public Information & Eduction	3	\$1,465,107.71	\$372,047.95				\$500,000.00				\$593,059.76
Training	0										
TOTALS:	4	\$1,738,394.69	\$590,623.86				\$500,000.00				\$647,770.83

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Occupant Protection

OP - 05

Goals

- To increase occupant restraint use in all passenger vehicles and trucks

Strategies

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

Project Descriptions

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

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
TRF-TS TBD	TRF-TS	Texas Department of Transportation

Title / Desc. **CIOT Enforcement Blitz**

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

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
60	405B	M1HVE	\$500,000.00	\$0.00	\$0.00	\$0.00	\$500,000.00

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
TRF-TS TBD	TRF-TS	Texas Department of Transportation

Title / Desc. **CIOT Incentive Grants**

Recruit law enforcement agencies to volunteer their enforcement and earned media efforts during CIOT. TxDOT is planning on distributing twenty \$3,000 awards through a random drawing process to agencies.

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
25	402	OP	\$60,000.00	\$0.00	\$0.00	\$0.00	\$60,000.00

Task: **Evaluation**

Occupant Protection OP - 05

<i>Project #</i> 2016-TTI-G-1YG-0016	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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Title / Desc. Occupant Restraint Observational Surveys

Surveys of occupant restraint use are conducted to estimate statewide belt use, child occupant restraint use, and front seat driver & passenger use & characteristics in 18 cities.

Objectives

- Conduct 18 city surveys of occupant restraint use among school-age children (5-16 years old) by 9/30/2016
- Conduct 18 city surveys of front seat occupant restraint use by 9/30/2016
- Conduct 14 city surveys of child occupant restraint use by 9/30/2016
- Conduct 1 statewide survey using survey sampling and protocol certified by NHTSA by 8/31/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$352,000.00	\$0.00	\$0.00	\$88,032.68	\$440,032.68

<i>Project #</i> 2016-TTI-G-1YG-0017	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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Title / Desc. Nighttime Occupant Restraint Observation Survey

Conduct observational surveys in 18 Texas cities during nighttime hours.

Objectives

- Conduct 18 city surveys of nighttime safety belt use by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$67,795.18	\$0.00	\$0.00	\$16,956.61	\$84,751.79

<i>Project #</i> 2016-TTI-G-1YG-0020	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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Title / Desc. Click It or Ticket Evaluation Survey

TTI will conduct observational surveys of safety belt use before, during, and after the Click It Or Ticket mobilization in 10 of Texas' largest cities and report the results to TxDOT.

Objectives

- Provide 4 memos reporting survey results by 9/30/2016
- Conduct 3 survey waves in 10 Click It Or Ticket cities by 6/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1OP	\$52,109.12	\$0.00	\$0.00	\$13,033.70	\$65,142.82

Task: Public Information Campaigns

Occupant Protection OP - 05

<i>Project #</i> 2016-ScottWhi-G-1YG-0174	<i>District</i> AUS	<i>Organization Name</i> Baylor Scott and White Memorial Hospital
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Title / Desc. Texans in Motion at Scott & White Healthcare

To conduct and coordinate child passenger restraint inspection events, provide education, information and training throughout the 11 counties of the TxDOT Austin District.

Objectives

- Develop 1 new public information & educational item to support the grant project activities by 9/30/2016
- Acquire 2 new partners (Law enforcement, EMS, Fire Dept, Retail) in CPS efforts in target counties by 9/30/2016
- Provide 10 Elementary Schools, Head Starts, Pre-Kindergarten programs within 11 counties CPS signage by 9/30/2016
- Provide 11 NHTSA "4 Steps for Kids" education activities with a minimum of 1 in each of the 11 counties by 9/30/2016
- Participate in 60 community events w/min of 2 events in pop < 30,000 & min of 4 events in pop >30,000 by 9/30/2016
- Distribute 60000 child passenger safety educational materials throughout each of the target 11 counties by 9/30/2016
- Conduct 1 NHTSA approved CPS Technician Update Course with a minimum of 10 participants by 9/30/2016
- Conduct 1 32 hour NHTSA approved Child Passenger Safety Course with a minimum of 10 class participants by 9/30/2016
- Attend 12 local, state, nat'l child passenger partnership or task force meetings annually by 9/30/2016
- Conduct 11 child occupant restraint surveys, (1) in each target county by 9/30/2016
- Conduct 60 CPS inspections w/min. of 2 events in pop <30,000; min. of 4 events in pop > 30,000 by 9/30/2016
- Distribute 500 child passenger safety seats throughout the target counties by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1CPS	\$257,399.02	\$0.00	\$0.00	\$73,028.06	\$330,427.08

<i>Project #</i> 2016-AustinEM-G-1YG-0178	<i>District</i> AUS	<i>Organization Name</i> City of Austin - EMS
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Title / Desc. Safer Travels in Travis County

Distribute car seats and bicycle helmets to reduce the number of children injured in motor vehicle crashes/bicycle accidents. Create messaging to educate the community regarding traffic safety issues

Objectives

- Distribute 400 booster seats to families in need by 9/30/2016
- Distribute 316 Child Passenger Safety Seats to families in need by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1CPS	\$35,800.00	\$0.00	\$0.00	\$13,680.00	\$49,480.00

Task: Public Information Campaigns

Occupant Protection OP - 05

<i>Project #</i> 2016-HHS-G-1YG-0172	<i>District</i> WAC	<i>Organization Name</i> Hillcrest Baptist Medical Center-HHS
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Title / Desc. **Texas KidSafe Program**

KidSafe will provide educational opportunities to parents/caregivers, children, and the general public on child passenger safety, safety in and around vehicles, and overall occupant protection.

Objectives

- Coordinate 4 public events focused on children's safety in and around vehicles by 9/23/2016
- Conduct 3 or assist in Child Passenger Safety Technician Certification Courses by 9/23/2016
- Conduct 24 or participate in Child Passenger Safety Seat Check-up Events by 9/30/2016
- Distribute 1050 child safety seats to families in need by 9/30/2016
- Maintain 40 Child Passenger Safety Educational Displays by 9/23/2016
- Coordinate 5 safety educational campaigns by 9/23/2016
- Conduct 250 Adult Child Passenger Safety educational presentations by 9/23/2016
- Distribute 47000 pieces of Child Passenger Safety educational materials by 9/30/2016
- Conduct 500 KidSafe Program CPS Fitting Station sessions at KidSafe Program fitting station locations by 9/30/2016
- Maintain 10 KidSafe Program Child Passenger Safety Fitting Stations by 9/30/2016
- Maintain 5 databases to record and analyze data collected through KidSafe Program data collection tools by 9/30/2016
- Evaluate 250 KidSafe Program participants to assess an increase in Child Passenger Safety knowledge and awareness by 9/30/2016
- Distribute 300 KidSafe Program participants and partners satisfaction surveys by 9/30/2016
- Provide 100 educational packets to persons identified by the Please Be Seated Program by 9/30/2016
- Participate in 40 health fairs, safety fairs and community events by 9/30/2016
- Coordinate 2 CEU seminars for Certified Child Passenger Safety Technicians by 9/30/2016
- Conduct 15 child safety seat/seat belt observational surveys by 9/16/2016
- Conduct 175 Youth Child Passenger Safety educational presentations by 9/23/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1CPS	\$282,987.48	\$0.00	\$0.00	\$355,472.32	\$638,459.80

Task: Public Information Campaigns

Occupant Protection OP - 05

<i>Project #</i> 2016-IPCOGD-G-1YG-0129	<i>District</i> DAL	<i>Organization Name</i> Injury Prevention Center of Greater Dallas
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Title / Desc. **Give Kids a Boost**

A community-based school intervention to increase booster seat use among school-age children (5-8 years of age) in Dallas County.

Objectives

- Create 3 Give Kids a Boost (GKB) sustainability plans with school stakeholders by 9/30/2016
- Develop 1 final project report including observation results and recommendations for sustainability by 9/30/2016
- Distribute 300 car seats/booster seats during community booster seat inspection station events by 9/30/2016
- Train 30 community advocates to implement an education and enforcement strategy to increase booster seat use by 5/31/2016
- Conduct 3 focus groups among parents, teachers, and community advocates to develop the intervention strategy by 1/31/2016
- Obtain 3 signed letters of commitment from school leadership and parent coordinators by 11/15/2015
- Conduct 1500 child occupant restraint observations of children 5-8 years of age at project and comparison schools by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1CPS	\$97,181.67	\$0.00	\$0.00	\$52,614.54	\$149,796.21

Task: Public Information Campaigns

Occupant Protection OP - 05

<i>Project #</i> 2016-Texas Ag-G-1YG-0059	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Agrilife Extension Service
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Title / Desc. Texas A&M AgriLife Extension Service Passenger Safety Project

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

Objectives

- Distribute 60000 Public Information and Education (PI&E) resources to support grant objectives by 9/15/2016
- Conduct 1 6-Hour Technician Update for technicians in Texas or one 8-hour Technician Renewal Training by 7/31/2016
- Maintain 3 online transportation safety courses for childcare providers by 8/15/2016
- Conduct 2 National Child Passenger Safety Technician Certification Trainings by 8/31/2016
- Support 130 educational programs on occupant protection, distracted driving and pedestrian and bicycle safety by 9/15/2016
- Educate 18000 participants on the importance of safety belts/child restraints using project Rollover Convincers by 9/15/2016
- Distribute 1250 child safety seats as replacements as needed at inspections in low-use communities by 9/15/2016
- Conduct 1500 Child safety seat inspections at checkup events, appointments, and fitting stations by 9/15/2016
- Conduct 20 Safety seat checkup events in historically low-use communities. by 8/31/2016
- Conduct 50 Programs on seat belts, car seats, distracted driving and other safe driving practices by 9/15/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1CPS	\$416,757.82	\$0.00	\$0.00	\$224,408.01	\$641,165.83

Task: Public Information Campaigns

Occupant Protection OP - 05

<i>Project #</i> 2016-TDSHS-G-1YG-0080	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Department of State Health Services
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Title / Desc. Statewide Child Passenger Safety Education and Distribution Program

Statewide Child Passenger Safety (CPS) program, including safety seat education and distribution, CPS technician training and coordination of CPS services. This is Not Research and Development.

Objectives

- Conduct 4 Safe Riders child passenger safety certification courses by 9/30/2016
- Assist 1 community organization with a CPS certification course by 9/30/2016
- Assist 12 organizations with conducting child seat check-ups or inspection stations by 9/30/2016
- Coordinate 4 CPS advisory committee meetings by 9/30/2016
- Conduct 12 Safe Riders program website updates by 9/30/2016
- Provide 350000 educational or promotional pieces to the public by 9/30/2016
- Conduct 40 educational presentations to the public regarding occupant protection by 9/30/2016
- Assist 2 Click It or Ticket promotion and CPS Week events in Texas by 9/30/2016
- Maintain 50 ongoing safety seat distribution and education programs by 9/30/2016
- Conduct 10 educational presentations to the public regarding heat stroke by 9/30/2016
- Conduct 18 Safe Riders safety seat check-up and or inspection station events by 9/30/2016
- Provide 200 CPS technicians with recertification assistance by 9/30/2016
- Provide 5000 referrals to distribution programs and technical assistance through toll-free line by 9/30/2016
- Enroll 25 persons in the Saved by the Belt program by 9/30/2016
- Conduct 8 training classes for seat distribution and education program partner organizations by 9/30/2016
- Train 60 CPS technicians through update classes by 9/30/2016
- Create 10 new safety seat distribution and education programs in areas of high need by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1CPS	\$932,608.99	\$0.00	\$0.00	\$900,000.00	\$1,832,608.99

<i>Project #</i> TRF-TS TBD	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Department of Transportation
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Title / Desc. CIOT Media Campaign

TxDOT is seeking to execute a statewide Click It or Ticket (CIOT) project for paid media/public education outreach to coincide with the national NHTSA Memorial Day campaign.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1PE	\$2,000,000.00	\$0.00	\$0.00	\$2,000,000.00	\$4,000,000.00

Task: Public Information Campaigns Occupant Protection OP - 05

<i>Project #</i> TRF-TS TBD	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Department of Transportation
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Title / Desc. Teen CIOT and Child Passenger Safety

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1PE	\$1,100,000.00	\$0.00	\$0.00	\$1,100,000.00	\$2,200,000.00

Task: Training Occupant Protection OP - 05

<i>Project #</i> 2016-IPCOGD-G-1YG-0131	<i>District</i> DAL	<i>Organization Name</i> Injury Prevention Center of Greater Dallas
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Title / Desc. Child Passenger Safety Technician Training

A one-year initiative to train and retain child passenger safety technicians.

Objectives

- Develop 1 final project evaluation report by 9/30/2016
- Conduct 4 inspection station events by 9/30/2016
- Provide 150 child safety seats, as needed, to families at inspection stations by 9/30/2016
- Teach 10 CPS technicians about the most current CPS recommendations/technology by conducting 1 CEU course by 7/30/2016
- Train 40 Child Passenger Safety Technicians by conducting 2 National CPS Certification Training Courses by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1TR	\$53,064.84	\$0.00	\$0.00	\$29,071.37	\$82,136.21

Task: **Training**

Occupant Protection OP - 05

Project #	District	Organization Name
2016-TCH-G-1YG-0112	HOU	Texas Children's Hospital

Title / Desc. Increasing child restraint usage in Greater Houston

The project will increase child restraint use in the Greater Houston area through community education, assistance with installation of car seats, and distribution of seats to low income families.

Objectives

- Survey 5% of parents and caregivers who attend a local inspection station by 9/30/2016
- Conduct 3 Safe Kids Child Passenger Safety Technician training courses by 9/30/2016
- Train 40 New child passenger safety technicians by 9/30/2016
- Conduct 50 Media exposures related to child passenger safety by 9/30/2016
- Educate 75 Law enforcement, EMS, and healthcare personnel about current child occupant protection standards by 9/30/2016
- Distribute 75000 Educational materials on child passenger safety to the community by 9/30/2016
- Conduct 1 Child Passenger Safety renewal course by 9/30/2016
- Conduct 3000 Child safety seat inspections at network inspection station sites by 9/30/2016
- Coordinate 15 Community car seat events by 9/30/2016
- Conduct 1000 Child safety inspections at community car seat check up events by 9/30/2016
- Distribute 1200 Child restraint systems to low-income and at risk families at inspection stations by 9/30/2016
- Teach 10 CEU and specialized training classes for CPS technicians about new products by 9/30/2016
- Teach 40 Car seat safety classes for parents and caregivers by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1CPS	\$210,415.30	\$0.00	\$10,000.00	\$358,312.42	\$578,727.72

Task: **Training**

Occupant Protection OP - 05

<i>Project #</i> 2016-UMCEP-G-1YG-0183	<i>District</i> ELP	<i>Organization Name</i> University Medical Center of El Paso
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Title / Desc. El Paso Safety In Motion Initiative Year II

A comprehensive community program designed to address vehicle occupant protection, pedestrian, bicyclist safety, and injury prevention.

Objectives

- Conduct 18 Educational classes to parents/caregivers on Occupant Protection by 9/30/2016
- Distribute 1500 PI & E Materials by 9/30/2016
- Attend 1 Safe Travel: Transporting Children with Special Needs Training by 9/30/2016
- Educate 150 People on Pedestrian Safety by 9/30/2016
- Conduct 2 Bicycle Safety Educational events by 9/30/2016
- Conduct 1 Walk Safe Campaign by 9/30/2016
- Participate in 3 Events during Child Passenger Safety Week by 9/30/2016
- Conduct 1 CPS Inspection Event in 1 of the following counties: Brewster, Culberson or Presidio by 9/30/2016
- Conduct 10 CPS inspection events within the El Paso District counties by 9/30/2016
- Coordinate 3 Click It for Chicken events at local schools by 9/30/2016
- Participate in 1 Educational event during Child Passenger Safety Week by 9/30/2016
- Conduct 2 CPS Training Courses for Technicians by 9/30/2016
- Conduct 5 trainings to Health Care Professionals on the proper use & installation of Special Restraints by 9/30/2016
- Conduct 12 Distracted Driving presentations by 9/30/2016
- Participate in 15 Health and Safety Fairs in El Paso County by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1*OP	\$78,668.25	\$0.00	\$0.00	\$35,066.89	\$113,735.14

Pedestrian and Bicyclist Safety **PS - 06**

Goals

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

Strategies

- Improve "walkability. and "bikeability. of roads and streets.
- Improve data collection on pedestrian injuries and fatalities.
- Improve identification of problem areas for pedestrians
- Increase public information and education efforts on pedestrian and bicyclist safety.
- Increase public information and education on motorists' responsibilities pertaining to pedestrian and bicyclist safety.

Project Descriptions

Task: Evaluation	<i>Pedestrian and Bicyclist Safety PS - 06</i>
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<i>Project #</i> 2016-TTI-G-1YG-0085	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas A&M Transportation Institute
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Title / Desc. **The Unintended Highway Pedestrian - What would you do?**

Develop materials to educate the public on what to do if stranded on the highway. Using the Move Over America media campaign as a model, develop messages that instruct and inform.

Objectives

- Develop 15 educational material products by 5/31/2016
- Educate 1,000,000 Drivers in Texas on what to do if stranded, stuck and distraught on the highway by 6/30/2016
- Produce 1 video by 4/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$37,982.76	\$0.00	\$0.00	\$9,517.24	\$47,500.00

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Project # 2016-BikeAUS-G-1YG-0175 District AUS Organization Name Bike Austin

Title / Desc. **Safe Cycling**

Increase public Information and education efforts for bicyclist safety by improving the riding skills and knowledge of traffic laws among adult cyclists.

Objectives

- Develop 1 Online course for Commuter Skills by 9/30/2016
- Develop 1 Online course for Group Riding Skills by 9/30/2016
- Develop 1 Online course for City Cycling by 9/30/2016
- Create 1 Webinar course from the City Cycling "in Classroom" Class by 9/30/2016
- Conduct 30 Free corporate cycling courses of bike skills training and traffic law instruction by 9/30/2016
- Train 500 Adult cyclists to be smart and safe while on the road by 9/30/2016
- Distribute 6,000 Traffic law handouts to Adult Cyclists (a minimum of 6,000) by 9/30/2016
- Train 24 League Cycling Instructors (LCI) with overall safety and then with specific Texas information by 4/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$99,546.00	\$0.00	\$0.00	\$27,716.20	\$127,262.20

Project # 2016-LubbockP-G-1YG-0015 District LBB Organization Name City of Lubbock - Parks & Recreation

Title / Desc. **Safety City: Teaching Kids to be Street Smart**

The primary goal of Safety City is to develop and provide comprehensive traffic education programs to the South Plains with the initiate to create a safe environment on and around public roadways.

Objectives

- Provide 10,000 South Plains citizens with motor vehicle safety education through hands on training by 9/30/2016
- Educate 12,000 South Plains citizens proper bicycle safety and riding techniques by 9/30/2016
- Educate 12,000 people in safe pedestrian behavior by 9/30/2016
- Participate in 3 Professional Training Seminars or Conferences by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$34,810.59	\$0.00	\$0.00	\$68,288.56	\$103,099.15

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Project # 2016-SATaC-G-1YG-0139 District SAT Organization Name City of San Antonio – Transportation and Capital

Title / Desc. **Walk and Bike Safe SA**

This program educates children in school traffic safety to reduce pedestrian and bicycle fatalities. It also provides information to the general public regarding pedestrian and bicycle safety.

Objectives

- Provide 50 presentations to school children, and the public, regarding bicycle and pedestrian safety by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$35,992.96	\$0.00	\$0.00	\$8,998.24	\$44,991.20

Project # 2016-ESCVI-G-1YG-0192 District LKF Organization Name Education Service Center, Region VI

Title / Desc. **Everyone S.H.A.R.E. the Road Program (Safety. Help. Alert. Responsible. Education.)**

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

Objectives

- Develop 1 set of content material and activities to use as training aids for training sessions by 9/30/2016
- Analyze 250 participant evaluations to determine the overall effectiveness of the S.H.A.R.E. Program by 9/30/2016
- Conduct 2 Bicycle Rodeo events by 9/30/2016
- Educate 500 participants in the S.H.A.R.E. Program by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$63,883.03	\$0.00	\$0.00	\$20,427.00	\$84,310.03

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Project # 2016-Elbowz-G-1YG-0184 Division TRF-TS Organization Name Elbowz Racing

Title / Desc. **Elbowz Racing Bicycle Safety Program**

Elbowz Racing will promote bicycle safety to riders and motorists in the state of Texas. The program will concentrate on the use of bicycle safety gear and rules of the road at our events.

Objectives

- Create 6 Elbowz themed bicycle and pedestrian safety PI&E pieces by 8/31/2016
- Create 4 Short videos covering bicycle and pedestrian topics for posting on various social media outlets by 8/31/2016
- Conduct 9 Earned media exposures using the celebrity status of Ben Spies and Elbowz Racing by 8/31/2016
- Complete 36 Social media posts by 8/31/2016
- Conduct 6 Visits to local elementary schools & conduct bicycle safety presentations by 6/1/2016
- Conduct 6 Community events & conduct bicycle safety presentations by 8/31/2016
- Conduct 10 Safety events at 10 US amateur cycling events within the State of Texas by 8/31/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$152,843.00	\$0.00	\$0.00	\$51,953.30	\$204,796.30

Project # 2016-Ghisallo-G-1YG-0202 District AUS Organization Name Ghisallo Foundation

Title / Desc. **Cycle Academy: Youth Bicycle Education and Safety Instruction**

Cycle Academy based youth bicycle education programs utilizing Bike Rodeos and Bike Club based instruction. Key focuses are proper helmet usage, safe riding skills, navigation, and bike maintenance.

Objectives

- Distribute 400 t-shirts to participants in a Bike Club, Bike Rodeos and clinics by 9/30/2016
- Utilize 200 water bottles during Bike Club activities and Bike Rodeos by 9/30/2016
- Conduct 2 summer programs by 8/25/2016
- Distribute 100% of earned Cycle Academy merit badges to qualified participants by 9/30/2016
- Analyze 100% of the student pre/post interest, intention and skills surveys by 9/15/2016
- Implement 2 weekly after-school Bike Programs serving at least 360 youth participants combined by 7/1/2016
- Distribute 200 helmets for the program by 9/1/2016
- Complete 10 Bike Rodeos totaling 2000 or more unique participants by 9/1/2016
- Establish 10 Bike Rodeo and Bike Club schools or organizations for Spring participation in the program by 12/1/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$134,052.00	\$0.00	\$0.00	\$34,145.20	\$168,197.20

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Project # 2016-HCoB-G-1YG-0197 District PHR Organization Name Healthy Communities of Brownsville

Title / Desc. **Brownsville Bike Rodeos**

Bring bike safety information to different parts of our community in each of the 4 City Districts by hosting 4 bike rodeos.

Objectives

- Develop 1 website page for Brownsville Bike Rodeos by 8/31/2016
- Develop 1 FB, TWITTER PAGES by 8/31/2016
- Distribute 1,500 sets of bike lights by 8/31/2016
- Distribute 2,000 bike helmets by 9/30/2016
- Distribute 100% of pedestrian safety material by 8/31/2016
- Develop 2,000 surveys in English and Spanish by 9/30/2016
- Distribute 100% of PI&E material on sharing the road and bike safety by 8/31/2016
- Plan 4 bike rodeos by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$35,255.93	\$0.00	\$0.00	\$35,458.25	\$70,714.18

Project # 2016-PBKTC-G-1YG-0140 Division TRF-TS Organization Name Please Be Kind to Cyclists

Title / Desc. **Develop Spanish/English video and PI&E to promote safe driving practices by motorists & cyclists.**

Promote safety through education, encourage change in behavior, attitudes, & perceptions about cyclists' interactions with motorists by distributing TxDOT approved Spanish/English videos and PI&E.

Objectives

- Provide 30 Education Awareness viewings to the general public by 9/30/2016
- Survey 80% of entities that acquired the video and/or are distributing written materials by 9/30/2016
- Distribute 5,000 PI&E booklet(s) and materials to bike shops, driver ed, police, commercial driving schools, others by 9/30/2016
- Develop 1 Spanish and English language written PI&E materials which are both stand alone and accompany videos by 9/30/2016
- Distribute 2,000 English and Spanish language videos by 9/30/2016
- Develop 1 Spanish language video by 6/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$248,098.68	\$0.00	\$0.00	\$64,971.70	\$313,070.38

Task: **Public Information Campaigns**

Pedestrian and Bicyclist Safety PS - 06

Project # 2016-Texas Ag-G-1YG-0063 Division TRF-TS Organization Name Texas A&M Agrilife Extension Service

Title / Desc. **Texas A&M AgriLife Extension Service Safety City**

To plan a Safety City for the Bryan TxDOT District where children can have hands-on traffic safety education in a safe environment.

Objectives

- Create 1 plan for on-going site management, event planning and facility maintenance by 8/15/2016
- Create 1 timeline for construction of the Safety City complex by 8/31/2016
- Produce 1 plan for construction of classroom facility and miniature outdoor city by 8/31/2016
- Acquire 1 land site on which to construct the Brazos Valley Safety City by 9/15/2016
- Utilize 1 marketing plan to secure investors and/or partners in financing and constructing a Safety City by 8/15/2016
- Produce 1 curriculum to educate students on occupant protection, pedestrian safety and bicycle safety by 9/1/2016
- Conduct 6 bi-monthly Safety City Committee meetings with community partners to oversee construction of project by 9/16/2016
- Coordinate 1 committee to oversee the construction of a Safety City by 9/15/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$84,263.68	\$0.00	\$0.00	\$28,539.00	\$112,802.68

Project # 2016-TTI-G-1YG-0023 Division TRF-TS Organization Name Texas A&M Transportation Institute

Title / Desc. **Deterring Distracted Walking Among Youth**

This pilot project addresses the danger of walking while distracted by teens. Message/resource delivery will be peer-to-peer communication at 2 junior highs and 2 high schools within Bexar County.

Objectives

- Conduct 2 Student-led observation data collections for use to evaluate the pilot by 9/30/2016
- Develop 1 Partnership with 1 local organization in Bexar County to distribute pedestrian messaging initiatives by 9/30/2016
- Implement 1 new peer-to-peer outreach activity, with supporting resources by 9/30/2016
- Identify 4 Schools (2 high schools & 2 junior highs) in Bexar County to implement this distracted walking pilot by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PS	\$41,032.68	\$0.00	\$0.00	\$10,262.34	\$51,295.02

Task: Public Information Campaigns

Pedestrian and Bicyclist Safety PS - 06

Project # 2016-TTI-G-1YG-0084 *Division* TRF-TS *Organization Name* Texas A&M Transportation Institute

Title / Desc. Bicycle-Motorist Safety Awareness for College Campuses

This project would expand a previously piloted campaign to raise awareness on and near college campuses regarding traffic laws and safe interaction between bicycle riders and motorists.

Objectives

- Maintain 1 campaign website with event updates and PI&E by 9/30/2016
- Evaluate 1 campus bicyclist-motorist safety campaign by 9/30/2016
- Distribute 3,000 Public outreach campaign materials to college campuses by 9/30/2016
- Produce 1 set of bicyclist and motorist safety campaign materials by 4/30/2016
- Conduct 2 focus groups to market-test existing campaign messages in Austin area by 2/29/2016
- Develop 1 Campaign communications plan by 12/15/2015

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$112,692.92	\$0.00	\$0.00	\$28,184.36	\$140,877.28

Project # 2016-TCH-G-1YG-0173 *District* HOU *Organization Name* Texas Children's Hospital

Title / Desc. Pedestrian and Bicycle Safety Education and Outreach

This project will educate communities about safe pedestrian and bicycling behaviors in an effort to reduce the prevalence of fatalities and injuries to children in the Houston metropolitan area.

Objectives

- Conduct 250 Surveys regarding the use of helmets with participants in bicycle safety programs by 9/30/2016
- Distribute 50,000 Educational materials on pedestrian and/or bicycle safety in the community by 9/30/2016
- Coordinate 15 Media exposures about pedestrian and/or bicycle safety by 9/30/2016
- Distribute 1,000 Helmets to children with bicycles, that are in need of safe helmets by 9/30/2016
- Coordinate 50 Educational classes and/or presentations on pedestrian and/or bicycle safety by 9/30/2016
- Educate 6,000 Children about safe pedestrian and/or bicyclist skills and behaviors by 9/30/2016
- Coordinate 15 Bicycle safety events and/or bicycle rodeos by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PS	\$100,994.05	\$0.00	\$0.00	\$80,432.87	\$181,426.92

Pedestrian and Bicyclist Safety **FY 2016**
Budget Module: PS - 06

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	1	\$47,500.00	\$37,982.76							\$9,517.24	
Public Information & Eduction	12	\$1,602,842.54	\$1,143,465.52							\$459,377.02	\$841,593.21
Training	0										
TOTALS:	13	\$1,650,342.54	\$1,181,448.28							\$468,894.26	\$841,593.21

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Police Traffic Services

PT - 07

Goals

- To increase effective enforcement and adjudication of traffic safety-related laws to reduce fatal and serious injury crashes
- To reduce commercial motor vehicle crashes, injuries and fatalities involving vehicles with a vehicle body type of "Semi-Trailer" or "Truck-Tractor".

Strategies

- Increase and sustain enforcement of traffic safety-related laws.
- Increase and sustain high visibility enforcement of Intersection Traffic Control (ITC) laws.
- Increase enforcement of commercial motor vehicle speed limits.
- Increase public education and information campaigns regarding enforcement activities.
- Increase public information and education on intersection related traffic issues.
- Increase public information and education on sharing the road with commercial motor vehicles (CMV).
- Provide technical and managerial support to local law enforcement agencies and highway safety professionals.

Project Descriptions

Task: Enforcement	Police Traffic Services PT - 07
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Project #	Division	Organization Name
STEP CMV	TRF-TS	Texas Department of Transportation

Title / Desc. **STEP CMV**

Provide enhanced enforcement covering multiple offenses, focusing on the following: Speed, Occupant Protection (OP), and Hazardous Moving Violations (HMV) related to commercial motor vehicles.

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2016-EagleLkP-S-1YG-0102	City of Eagle Lake - Police Department	402	PT	\$4,331.40	\$4,161.17	\$8,492.57
2016-Fortwort-S-1YG-0041	City of Fort Worth - Police Department	402	PT	\$57,896.47	\$14,534.07	\$72,430.54
2016-Harlinge-S-1YG-0097	City of Harlingen - Police Department	402	PT	\$9,970.15	\$5,357.54	\$15,327.69
2016-HoustonP-S-1YG-0019	City of Houston - Police Department	402	PT	\$297,000.00	\$550,061.32	\$847,061.33
2016-LaredoPD-S-1YG-0040	City of Laredo - Police Department	402	PT	\$53,308.00	\$21,889.42	\$75,197.42

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
5	402	PT	\$422,506.02	\$0.00	\$0.00	\$596,003.52	\$1,018,509.55

Project # **STEP Comprehensive** Division **TRF-TS** Organization Name **Texas Department of Transportation**

Title / Desc. STEP Comprehensive

Provide enhanced sustained enforcement covering multiple offenses, focusing on two or more of the following: Speed, DWI, Intersection Traffic Control (ITC), Occupant Protection (OP) or Distracted Driving (DD) violations. All STEP comprehensive agencies that have an occupant protection and/or DWI component will participate in the national enforcement mobilizations.

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2016-AddisonP-S-1YG-0089	Town of Addison - Police Department	402	PT	\$21,192.00	\$8,716.06	\$29,908.06
2016-AllenPD-S-1YG-0075	City of Allen - Police Department	402	PT	\$58,265.00	\$30,880.45	\$89,145.45
2016-Amarillo-S-1YG-0031	City of Amarillo - Police Department	402	PT	\$168,434.00	\$230,614.15	\$399,048.15
2016-Arlingto-S-1YG-0054	City of Arlington - Police Department	402	PT	\$274,192.12	\$68,548.03	\$342,740.15
2016-AustinPD-S-1YG-0086	City of Austin - Police Department	402	PT	\$999,999.52	\$408,894.07	\$1,408,893.59
2016-Beaumont-S-1YG-0006	City of Beaumont - Police Department	402	PT	\$82,953.75	\$43,122.25	\$126,076.00
2016-BexarCCC-S-1YG-0018	Bexar County Commissioners Court	402	PT	\$500,000.00	\$125,158.25	\$625,158.25
2016-BrownsPD-S-1YG-0042	City of Brownsville - Police Department	402	PT	\$66,630.42	\$24,848.66	\$91,479.08
2016-CorpusPD-S-1YG-0039	City of Corpus Christi - Police Department	402	PT	\$98,082.00	\$43,247.57	\$141,329.57
2016-DallasCO-S-1YG-0081	Dallas County Sheriff's Department	402	PT	\$123,411.00	\$85,273.34	\$208,684.34
2016-Dallas-S-1YG-0098	City of Dallas - Police Department	402	PT	\$999,944.80	\$273,533.65	\$1,273,478.45
2016-DentonPD-S-1YG-0043	City of Denton - Police Department	402	PT	\$86,070.00	\$108,747.25	\$194,817.25
2016-EdinbuPD-S-1YG-0010	City of Edinburg - Police Department	402	PT	\$59,568.91	\$19,339.01	\$78,907.92
2016-EIPasoCO-S-1YG-0056	El Paso County Sheriff's Office	402	PT	\$91,574.69	\$32,820.39	\$124,395.08
2016-EIPasoII-S-1YG-0024	City of El Paso - ISD Police Department	402	PT	\$34,579.36	\$8,655.13	\$43,234.49
2016-EIPasoPD-S-1YG-0058	City of El Paso - Police Department	402	PT	\$229,419.84	\$138,555.81	\$367,975.65
2016-Eules-S-1YG-0052	City of Eules - Police Department	402	PT	\$69,630.00	\$77,168.86	\$146,798.86
2016-Fortwort-S-1YG-0036	City of Fort Worth - Police Department	402	PT	\$171,233.16	\$42,832.00	\$214,065.16
2016-FriscoPD-S-1YG-0073	City of Frisco - Police Department	402	PT	\$90,543.56	\$29,260.22	\$119,803.78
2016-GarlandP-S-1YG-0057	City of Garland - Police Department	402	PT	\$249,984.53	\$146,472.64	\$396,457.17
2016-Georgeto-S-1YG-0100	City of Georgetown - Police Department	402	PT	\$3,045.70	\$4,609.46	\$7,655.16
2016-GrandPra-S-1YG-0066	City of Grand Prairie - Police Department	402	PT	\$189,608.84	\$189,610.84	\$379,219.68
2016-HaltomPD-S-1YG-0076	City of Haltom City - Police Department	402	PT	\$61,061.20	\$44,784.31	\$105,845.51
2016-Harlinge-S-1YG-0079	City of Harlingen - Police Department	402	PT	\$67,823.08	\$29,307.47	\$97,130.55
2016-Harris4-S-1YG-0074	Harris County Constable Precinct 4	402	PT	\$42,409.00	\$11,520.92	\$53,929.92
2016-HarrisCo-S-1YG-0028	Harris County Sheriff's Office	402	PT	\$373,463.36	\$373,463.36	\$746,926.72
2016-HarrisP1-S-1YG-0016	Harris County Constable Precinct 1	402	PT	\$92,392.96	\$92,392.96	\$184,785.92
2016-HarrisP7-S-1YG-0082	Harris County Constable Precinct 7	402	PT	\$175,334.40	\$44,527.59	\$219,861.99
2016-HoustonP-S-1YG-0013	City of Houston - Police Department	402	PT	\$702,999.53	\$1,295,641.51	\$1,998,641.04
2016-Irving-S-1YG-0009	City of Irving - Police Department	402	PT	\$168,414.00	\$137,894.26	\$306,308.26
2016-Jefferso-S-1YG-0092	Jefferson County Sheriff's Office	402	PT	\$42,865.50	\$21,586.10	\$64,451.60
2016-KellerPD-S-1YG-0094	City of Keller - Police Department	402	PT	\$31,360.00	\$31,426.80	\$62,786.80

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Task: Enforcement				Police Traffic Services PT - 07			
2016-KilleenP-S-1YG-0083	City of Killeen - Police Department	402	PT	\$114,656.00	\$30,825.31	\$145,481.31	
2016-KylePD-S-1YG-0088	City of Kyle - Police Department	402	PT	\$17,655.00	\$5,070.62	\$22,725.62	
2016-LaPorte-S-1YG-0055	City of La Porte - Police Department	402	PT	\$49,875.19	\$51,690.77	\$101,565.96	
2016-LaredoPD-S-1YG-0027	City of Laredo - Police Department	402	PT	\$90,970.00	\$37,936.10	\$128,906.10	
2016-LongviPD-S-1YG-0030	City of Longview - Police Department	402	PT	\$80,116.00	\$20,102.01	\$100,218.01	
2016-Lubbock -S-1YG-0029	City of Lubbock - Police Department	402	PT	\$61,007.50	\$61,007.50	\$122,015.00	
2016-McAllenP-S-1YG-0026	City of McAllen - Police Department	402	PT	\$87,716.00	\$21,929.00	\$109,645.00	
2016-Midland-S-1YG-0020	City of Midland - Police Department	402	PT	\$17,297.50	\$17,322.99	\$34,620.49	
2016-Mission-S-1YG-0045	City of Mission - Police Department	402	PT	\$77,578.11	\$26,154.96	\$103,733.07	
2016-NewBrau-S-1YG-0090	City of New Braunfels - Police Department	402	PT	\$69,501.28	\$38,303.40	\$107,804.68	
2016-NRichlan-S-1YG-0101	City of North Richland Hills - Police Department	402	PT	\$51,829.22	\$21,609.33	\$73,438.55	
2016-Odessa-S-1YG-0062	City of Odessa - Police Department	402	PT	\$36,270.74	\$9,460.52	\$45,731.26	
2016-PasadePD-S-1YG-0008	City of Pasadena - Police Department	402	PT	\$112,058.40	\$112,058.40	\$224,116.80	
2016-PlanoPD-S-1YG-0012	City of Plano - Police Department	402	PT	\$143,636.62	\$95,744.93	\$239,381.55	
2016-SanAntPD-S-1YG-0003	City of San Antonio - Police Department	402	PT	\$1,000,000.00	\$249,959.98	\$1,249,959.98	
2016-Southlak-S-1YG-0050	City of Southlake - Police Department	402	PT	\$43,578.50	\$19,759.49	\$63,337.99	
2016-TDPS-S-1YG-0011	Texas Department of Public Safety	402	PT	\$691,476.08	\$792,203.83	\$1,483,679.91	
2016-Tomgreen-S-1YG-0051	Tom Green County	402	PT	\$41,124.56	\$24,249.27	\$65,373.83	
2016-Tyler PD-S-1YG-0095	City of Tyler - Police Department	402	PT	\$78,919.00	\$21,490.21	\$100,409.21	
2016-WacoPD-S-1YG-0021	City of Waco - Police Department	402	PT	\$104,845.44	\$28,262.00	\$133,107.44	
2016-WichitaP-S-1YG-0015	City of Wichita Falls - Police Department	402	PT	\$87,988.48	\$22,003.70	\$109,992.18	

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
53	402	PT	\$9,484,585.85	\$0.00	\$0.00	\$5,930,597.69	\$15,415,183.55

Project #	Division	Organization Name
STEP ITC	TRF-TS	Texas Department of Transportation

Title / Desc. STEP ITC

Provide enhanced sustained enforcement covering multiple offenses, focusing on Intersection Traffic Control (ITC)

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2016-Missouri-S-1YG-0069	City of Missouri - City Police Department	402	PT	\$37,375.92	\$11,893.91	\$49,269.83

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	PT	\$37,375.92	\$0.00	\$0.00	\$11,893.91	\$49,269.83

Task: **Enforcement**

Police Traffic Services PT - 07

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
STEP Wave Comprehensive	TRF-TS	Texas Department of Transportation

Title / Desc. **STEP Wave Comprehensive**

Participate in special enforcement efforts centered on the holiday periods through STEP Waves.

Related SubProjects:

<i>Project #</i>	<i>Organization</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>Local Match</i>	<i>Project Total</i>
2016-Benbrook-S-1YG-0023	City of Benbrook - Police Department	402	PT	\$11,710.15	\$3,903.39	\$15,613.54
2016-KilgoreP-S-1YG-0033	City of Kilgore - Police Department	402	PT	\$10,142.00	\$2,661.15	\$12,803.15
2016-TaylorCo-S-1YG-0084	Taylor County Sheriff's Office	402	PT	\$11,127.43	\$3,102.24	\$14,229.67
2016-Weatherf-S-1YG-0059	City of Weatherford - Police Department	402	PT	\$24,554.70	\$6,193.80	\$30,748.50

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
4	402	PT	\$57,534.28	\$0.00	\$0.00	\$15,860.58	\$73,394.86

Task: **Training**

Police Traffic Services PT - 07

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2016-TMPA-G-1YG-0007	TRF-TS	Texas Municipal Police Association

Title / Desc. **Comprehensive Law Enforcement Liaison Support & Distracted Driver Education for Peace Officers.**

Provide full support to TxDOT and Traffic Safety Specialists on STEP's, CIOT, IDM incentives and traffic safety events. Instruct course curriculum on distracted driving to law enforcement officers.

Objectives

- Conduct 8 Meetings with TxDOT PTS Program Manager or LEL staff by 9/30/2016
- Assist 20 Child passenger safety seat checkup inspection events by 9/30/2016
- Teach 3 Child passenger safety seat technician classes by 9/30/2016
- Update 1 Course curriculum on 4 hour law enforcement distracted driving course by 10/31/2015
- Maintain 1 Course curriculum on dangers of adult distracted driving by 10/31/2015
- Maintain 1 Course curriculum on the dangers of teen distracted driving by 10/31/2015
- Maintain 100% Child passenger safety (CPS) technician and instructor certifications for LEL's by 12/31/2015
- Collect 60 Traffic safety news articles for the Buckle Up Texas, Facebook/Twitter web pages by 9/30/2016
- Develop 1 Course curriculum for STEP Project Managers on how to operate a STEP grant by 7/31/2016
- Educate 2,300 Law enforcement officers on the dangers of distracted driving by 9/30/2016
- Attend 7 Law enforcement conferences by 9/30/2016
- Enroll 135 Law enforcement agencies participating in the CIOT Incentive by 6/30/2016
- Enroll 77 Law enforcement agencies participating in the IDM Incentive by 9/30/2016
- Distribute 30,000 Pieces of PI & E materials at conferences, training and traffic safety events by 9/30/2016
- Attend 15 Traffic Safety Specialist events, partner organization or judicial traffic safety conferences by 9/30/2016
- Support 1,000 Funded and non-funded law enforcement agencies by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	PT	\$961,099.29	\$0.00	\$0.00	\$301,400.00	\$1,262,499.29

Police Traffic Services **FY 2016**
Budget Module: PT - 07

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE INCOME	LOCAL		
Program Management	0										
Enforcement	63	\$16,556,357.78	\$10,002,002.07							\$6,554,355.71	\$9,195,869.99
Evaluation	0										
Public Information & Eduction	0										
Training	1	\$1,262,499.29	\$961,099.29							\$301,400.00	\$961,099.29
TOTALS:	64	\$17,818,857.07	\$10,963,101.36							\$6,855,755.71	\$10,156,969.28

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Speed Control

SC - 08

Goals

- To reduce the number of speed-related fatal and serious injury crashes

Strategies

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

Project Descriptions

Task: **Enforcement**

Speed Control SC - 08

Project #	Division	Organization Name
STEP SPEED	TRF-TS	Texas Department of Transportation

Title / Desc. **STEP SPEED**

Provide sustained speed enforcement to increase driver compliance with posted speed limits and to reduce the number of speed-related crashes. In addition, the Police Traffic Services (PTS) program area will conduct STEP-Comprehensive and STEP-Wave grants that involve increased speed enforcement.

Related SubProjects:

Project #	Organization	Fund	Source	Federal Funds	Local Match	Project Total
2016-Brenham-S-1YG-0080	City of Brenham - Police Department	402	SC	\$37,350.00	\$16,190.55	\$53,540.55
2016-DeerPark-S-1YG-0077	City of Deer Park - Police Department	402	SC	\$49,000.00	\$52,724.09	\$101,724.09
2016-Farmers -S-1YG-0025	City of Farmers Branch - Police Department	402	SC	\$47,438.00	\$60,989.64	\$108,427.64
2016-FateDPS-S-1YG-0103	City of Fate - Department of Public Safety	402	SC	\$38,033.32	\$11,498.80	\$49,532.12
2016-LewisvPD-S-1YG-0022	City of Lewisville - Police Department	402	SC	\$89,923.91	\$22,550.56	\$112,474.47
2016-Mansfiel-S-1YG-0004	City of Mansfield - Police Department	402	SC	\$70,588.50	\$26,464.85	\$97,053.35
2016-Mesquite-S-1YG-0067	City of Mesquite - Police Department	402	SC	\$52,881.89	\$19,315.13	\$72,197.02
2016-MontgoSO-S-1YG-0035	Montgomery County Sheriff's Office	402	SC	\$63,324.08	\$31,768.64	\$95,092.72
2016-Sugarlan-S-1YG-0064	City of Sugar Land - Police Department	402	SC	\$72,592.80	\$28,380.42	\$100,973.22
2016-TexasCit-S-1YG-0017	City of Texas City - Police Department	402	SC	\$33,427.97	\$34,543.01	\$67,970.98

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
10	402	SC	\$554,560.47	\$0.00	\$0.00	\$304,425.69	\$858,986.16

Task: **Enforcement**

Speed Control SC - 08

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
STEP WAVE SPEED	TRF-TS	Texas Department of Transportation

Title / Desc. **STEP WAVE SPEED**

Provide sustained speed enforcement to increase driver compliance with posted speed limits and to reduce the number of speed-related crashes. In addition, the Police Traffic Services (PTS) program area will conduct STEP-Comprehensive and STEP-Wave grants that involve increased speed enforcement

Related SubProjects:

<i>Project #</i>	<i>Organization</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>Local Match</i>	<i>Project Total</i>
2016-Cleburne-S-1YG-0065	City of Cleburne - Police Department	402	SC	\$20,675.60	\$11,150.37	\$31,825.97

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	SC	\$20,675.60	\$0.00	\$0.00	\$11,150.37	\$31,825.97

Speed Control

**FY 2016
Budget Module: SC - 08**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	11	\$890,812.13	\$575,236.07							\$315,576.06	\$575,236.07
Evaluation	0										
Public Information & Eduction	0										
Training	0										
TOTALS:	11	\$890,812.13	\$575,236.07							\$315,576.06	\$575,236.07

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Traffic Records

TR - 09

Goals

- To improve the timeliness of, quality of, availability of, and linkages of traffic records data bases

Strategies

- Improve the intake, tracking, analysis and reporting of crash data.
- Improve the integration of traffic records between state agencies and local entities.

Project Descriptions

Task: Evaluation	Traffic Records TR - 09
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Project #	Division	Organization Name
2016-IADLEST-G-1YG-0166	TRF-TS	International Association of Directors of Law Enforcement Standards and Training

Title / Desc. Providing DDACTS Technical Support and workshops to Reduce Crashes and Crime in Texas Agencies.

Conducting DDACTS specific agency one-day workshops, analyst workshops and in-depth technical support will provide departments with needed resources to achieve successful crash and crime reductions.

Objectives

- Provide 15 agencies with analytical support to achieve DDACTS crash reduction goals by 9/1/2016
- Complete 1 comprehensive report with the assistance of TxDOT Traffic Safety Specialist by 9/30/2016
- Evaluate 15 participating agencies post workshop progress by 9/30/2016
- Train 20 analysts from agencies identified with TxDOT traffic specialists by 9/30/2016
- Conduct 15 Implementation and Technical workshops for identified agencies by 9/30/2016
- Train 20 TxDOT selected Subject Matter Experts for one day workshops by 9/30/2016
- Select 15 agencies to receive focused assistance from IADLEST with TxDOT assistance by 9/30/2016
- Analyze 50 agency surveys for obstacles to DDACTS implementation for curriculum design by 9/30/2016
- Create and distribute 1 survey tool In coordination with the TxDOT Traffic Safety Specialist by 9/30/2016
- Identify 50 agencies that have attended previous DDACTS implementation workshops by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$142,242.47	\$0.00	\$0.00	\$35,762.14	\$178,004.61

Project # 2016-TTI-G-1YG-0034 Division TRF-TS Organization Name Texas A&M Transportation Institute

Title / Desc. Data Driven Approaches to Crime and Traffic Safety

A high visibility law enforcement approach focusing on location based policing and data evaluation. Community resources will be used to address and reduce crime, crashes and traffic violations.

Objectives

- Provide 1 technical assistance to the Texas Department of Public Safety in using DDACTS principles by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$126,714.70	\$0.00	\$0.00	\$31,783.49	\$158,498.19

Project # 2016-TTI-G-1YG-0051 District PHR Organization Name Texas A&M Transportation Institute

Title / Desc. Pharr TxDOT District DDACTS Implementation and Technical Assistance

DDACTS is a high visibility law enforcement approach using location based policing and data evaluation. Community resources are used to reduce crime and traffic violations that lead to crash events.

Objectives

- Develop 1 final report detailing all DDACTS related technical assistance provided by TTI to TxDOT by 9/30/2016
- Develop 3 PI&E blueprints in coordination with the TxDOT Pharr District TSS by 8/31/2016
- Conduct 3 separate agency meetings to deliver the final customized technical memorandums & discuss findings by 7/31/2016
- Conduct 3 in-depth comprehensive crash analyses or DDACTS agency action plan evaluations for 3 LEA by 7/15/2016
- Conduct 4 meetings with LE agencies & the Pharr District TSS to assess specific DDACTS assistance needs by 2/29/2016
- Identify 3 LE agencies in the Pharr District who have completed DDACTS training and need DDACTS assistance by 12/31/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$109,294.30	\$0.00	\$0.00	\$27,360.12	\$136,654.42

Project # 2016-TTI-G-1YG-0097 *Division* TRF-TS *Organization Name* Texas A&M Transportation Institute

Title / Desc. Developing a Crash Analysis Tool to Address Pedestrian Safety

This project will compile a pilot database in two cities in Texas that currently have serious pedestrian safety issues.

Objectives

- Conduct 1 Evaluation of usefulness of data by 9/20/2016
- Develop 1 Final Database by 8/31/2016
- Collect 150 Intersections of pedestrian volume data by 7/31/2016
- Develop 1 Data Collection Protocol by 2/29/2016
- Develop 1 List of the most influential variables for pedestrian safety by 1/20/2016
- Identify 2 Cities that Currently have Serious Pedestrian Safety Issues by 12/15/2015

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$79,458.86	\$0.00	\$0.00	\$19,878.80	\$99,337.66

Project # 2016-TDPS-G-1YG-0111 *Division* TRF-TS *Organization Name* Texas Department of Public Safety

Title / Desc. State Traffic Records Systems Citation Database (FY 2016)

HSOC will continue to identify trends and develop statistical findings relating to crimes, crashes, and traffic enforcement through continued funding of salaries for FTEs hired with the FY 2015 grant.

Objectives

- Obtain 95% of citation data with no missing critical data elements by 9/30/2016
- Achieve 25% accessibility of citation data by DPS end-users and, as appropriate, other participating agencies by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$930,008.80	\$0.00	\$0.00	\$232,502.20	\$1,162,511.00

Project # 2016-TDSHS-IS-G-1YG-0168 *Division* TRF-TS *Organization Name* Texas Department of State Health Services - ISG

Title / Desc. Transforming research into practice, new data links, report dissemination, and stakeholder training

Developing research into practice initiatives utilizing new linked data; creating and presenting linked data reports to various groups; and the continual improvement of data managers throughout Texas

Objectives

- Develop 4 specialized reports utilizing TxDOT crash records with EMS/Trauma Registry Data by 8/31/2016
- Provide 1 EMS and hospital data management training course by 9/30/2016
- Update 1 linking algorithm to link TxDOT crash records with patient health data by 9/30/2016
- Create 3 research to practice initiatives utilizing TxDOT crash records with EMS/Trauma Registry data by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$1,582,881.64	\$0.00	\$0.00	\$398,701.18	\$1,981,582.82

Task: **Evaluation**

Traffic Records TR - 09

Project # 2016-TMPA-G-1YG-0036 Division TRF-TS Organization Name Texas Municipal Police Association

Title / Desc. **Comprehensive Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) Impaired Driving**

Increase impaired driving reporting (LEADRS cases), enhance DWI training, Blood Alcohol Concentration (BAC) support, and continued development of a statewide tracking system utilizing LEADRS.

Objectives

- Attend 4 conferences, trainings or seminars at the local, state or national level by 9/30/2016
- Provide 100% Technical support and maintenance for LEADRS users by 9/30/2016
- Distribute 5000 Public information and educational (PI & E) program material by 9/30/2016
- Create 4 News and information articles on LEADRS by 9/30/2016
- Conduct 12 meetings with TxDOT Program Managers or LEADRS staff by 9/30/2016
- Develop 500 marketing-related points of contact that increase LEADRS usage statewide by 9/30/2016
- Maintain 1 LEADRS website and server hosting by 9/30/2016
- Complete 6 LEADRS web application enhancements by 9/30/2016
- Conduct 1 LEADRS user satisfaction evaluation to measure effectiveness of the program. by 8/31/2016
- Coordinate 2 LEADRS advisory panel meetings by 8/31/2016
- Train 500 criminal justice personnel on the use of LEADRS by 9/30/2016
- Send 52 last drink reports to the Texas Alcoholic Beverage Commission by 9/30/2016
- Collect 9,000 DWI/ DUI/Blood Search Warrant cases entered in the LEADRS by 9/30/2016
- Collect 120 Alcohol related articles for the LEADRS Facebook page by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$645,525.92	\$0.00	\$0.00	\$625,750.00	\$1,271,275.92

Project # 2016-TxOCA-G-1YG-0216 Division TRF-TS Organization Name Texas Office of Court Administration

Title / Desc. **Statewide eCitation System - Phase 1 - Requirements Gathering**

This system would provide a single/uniform platform that law enforcement could use to facilitate the electronic transmission of citations to the courts.

Objectives

- Develop 1 functional requirement document to facilitate future technical decisions by 9/30/2016
- Develop 1 overall project plan and detailed work plan to be used to create a Request for Proposal by 9/30/2016
- Create 1 standard set of data elements and format for a statewide electronic citation by 9/30/2016
- Establish 30 relationships with law enforcement, municipal and justice courts, TxDOT, DPS and OCA by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$213,955.00	\$0.00	\$0.00	\$39,533.31	\$253,488.31

Project # 2016-TPP-G-1YG-0217 Division TRF-TS Organization Name TxDOT- Planning and Programming

Title / Desc. **SLD Enhancements**

Enhancements to new Straight Line Diagram Tool to incorporate other business data

Objectives

- Implement 1 SLD project by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$500,000.00	\$0.00	\$0.00	\$125,000.00	\$625,000.00

Project # 2016-CRIS-G-1YG-0206 Division TRF-TS Organization Name TxDOT-CRIS

Title / Desc. **CR-2 Application and Processing**

Develop a new CR-2 form to assist the public and scan and data enter into CRIS. Investigate designing and developing an internet based application for the public to use for entering CR-2 data.

Objectives

- Create 1 CR-2 Application and Processing by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$700,000.00	\$0.00	\$0.00	\$0.00	\$700,000.00

Project # 2016-CRIS-G-1YG-0207 Division TRF-TS Organization Name TxDOT-CRIS

Title / Desc. **Narrative and Redaction**

Enter narrative for paper crash reports. Investigate capturing the narrative for paper crash reports for previous years. Redact and sanitize crash report images.

Objectives

- Collect 1 Narrative and Comply with Redaction Statute by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$889,547.00	\$0.00	\$0.00	\$0.00	\$889,547.00

Project # 2016-CRIS-G-1YG-0208 Division TRF-TS Organization Name TxDOT-CRIS

Title / Desc. **Unique Intersection Identifier**

Develop a field to uniquely identify intersections across the state.

Objectives

- Collect 1 Unique Intersection Identifier by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$78,500.00	\$0.00	\$0.00	\$0.00	\$78,500.00

Project # 2016-CRIS-G-1YG-0209 Division TRF-TS Organization Name TxDOT-CRIS

Title / Desc. **Big Data**

Ability to generate concepts for a collection of large and complex data sets for TxDOT review and develop an application to address the concepts.

Objectives

- Collect 1 Big Data by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$193,100.00	\$0.00	\$0.00	\$0.00	\$193,100.00

Project # 2016-CRIS-G-1YG-0210 Division TRF-TS Organization Name TxDOT-CRIS

Title / Desc. **Standards and Compliance**

Review the current standards for NEIM, CJIS and MMUCC and enhance CRIS to ensure compliance.

Objectives

- Certify 1 Criminal Justice Information Services Standards by 9/30/2016
- Certify 1 NEIM Standards and Compliance Measure by 9/30/2016
- Certify 1 Model Minimum Uniform Crash Criteria (MMUCC) Standards and Compliance Measure by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$168,500.00	\$0.00	\$0.00	\$0.00	\$168,500.00

Project # 2016-CRIS-G-1YG-0211 Division TRF-TS Organization Name TxDOT-CRIS

Title / Desc. **CRIS Help Desk**

Ensure officers and other CRIS users have access to one help desk for issues and questions.

Objectives

- Maintain 1 CRIS Help Desk by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$1,218,420.00	\$0.00	\$0.00	\$0.00	\$1,218,420.00

Project # 2016-CRIS-G-1YG-0212 Division TRF-TS Organization Name TxDOT-CRIS

Title / Desc. **User Management**

Enhance user management to ensure it remains state of the art and is compliant with standards.

Objectives

- Complete 1 User Mangement Upgrade by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$210,000.00	\$0.00	\$0.00	\$0.00	\$210,000.00

Task: **Evaluation** Traffic Records TR - 09

Project # 2016-CRIS-G-1YG-0213 Division TRF-TS Organization Name TxDOT-CRIS

Title / Desc. **Agency Support**

Provide technical support to the Crash Data and Analysis (CDA) section and CRASH and Submission Services agencies for the Crash Records Information System (CRIS).

Objectives

- Maintain 1 Agency Support by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405C	M3DA	\$225,800.00	\$0.00	\$0.00	\$0.00	\$225,800.00

Task: **Program Management** Traffic Records TR - 09

Project # TRF-TS Crash Records/Data Analysis Operations and CRIS Division TRF-TS Organization Name Texas Department of Transportation

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

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

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$2,819,084.00	\$0.00	\$0.00	\$2,819,084.00

Traffic Records **FY 2016**
Budget Module: TR - 09

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	1	\$2,819,084.00						\$2,819,084.00			
Enforcement	0										
Evaluation	17	\$9,550,219.93			\$8,013,948.69					\$1,536,271.24	
Public Information & Eduction	0										
Training	0										
TOTALS:	18	\$12,369,303.93			\$8,013,948.69			\$2,819,084.00		\$1,536,271.24	

Driver Education and Behavior

DE - 10

Goals

- To increase public knowledge, perception and understanding of driver education and traffic safety for all road users
- To reduce the number of crashes and injuries related to distracted driving.

Strategies

- Conduct and assist local, state and national traffic safety campaigns.
- Conduct public information and education campaigns related to distracted driving.
- Develop and implement public information and education efforts on traffic safety issues.
- Implement and evaluate countermeasures to reduce the incidence of distracted driving.
- Improve the recording of distracted driving as a contributing factor on crash reports.
- Provide assistance to update the drivers' education curriculum and administrative standards.

Project Descriptions

Task: **Evaluation** Driver Education and Behavior DE - 10

Project # 2016-TTI-G-1YG-0018	Division TRF-TS	Organization Name Texas A&M Transportation Institute
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Title / Desc. Statewide Mobile Communication Device Use Survey

Conduct observational survey of the use of mobile communication devices to obtain a statewide use estimate.

Objectives

- Conduct 1 statewide survey of mobile communication device use by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$70,000.00	\$0.00	\$0.00	\$17,506.15	\$87,506.15

Project # 2016-TTI-G-1YG-0019	Division TRF-TS	Organization Name Texas A&M Transportation Institute
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Title / Desc. Texans' Attitudes and Awareness of Traffic Safety Programs

This project will provide a survey to Texans throughout the State to measure awareness and attitudes toward traffic safety programs in Texas.

Objectives

- Conduct 1 survey of Texans in DL offices throughout Texas by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$55,546.32	\$0.00	\$0.00	\$13,897.58	\$69,443.90

Task: Program Management Driver Education and Behavior DE - 10

Project #	Division	Organization Name
TRF-TS TBD	TRF-TS	Texas Department of Transportation

Title / Desc. Beehive Storage and Shipping of Materials

Provides for the storage, warehousing, and shipping of printed media materials to subgrantees and TxDOT districts statewide.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$125,000.00	\$0.00	\$0.00	\$0.00	\$125,000.00

Task: Public Information Campaigns Driver Education and Behavior DE - 10

Project #	District	Organization Name
2016-McAllenP-G-1YG-0004	PHR	City of McAllen - Police Department

Title / Desc. Public Safety Educational Initiative (PSEI)

This initiative will promote public safety through the awareness of distracted driving, pedestrian and bicycle safety, and child car seat safety.

Objectives

- Plan 100% of Program purchases with TxDOT TSS by 9/30/2016
- Conduct 1 Media event launching PSEI by 11/30/2015
- Create 2 Bilingual surveys on distracted driving and driver education by 10/2/2015
- Conduct 15 Child passenger seat Distribution and Check-up Events by 9/30/2016
- Educate 2,500 Event participants on pedestrian and bicyclist safety through McAllen's Run, Ride and Share Campaign by 2/1/2016
- Conduct 4 Bike rodeos by 2/1/2016
- Educate 1,000 PSEI participants on proper installation of child protection seats by 2/1/2016
- Educate 2,500 Event participants on driver education and behavior and distracted driving by 2/1/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$52,160.00	\$0.00	\$0.00	\$14,199.23	\$66,359.23

Task: **Public Information Campaigns**

Driver Education and Behavior DE - 10

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2016-Hillcres-G-1YG-0161	WAC	Hillcrest Baptist Medical Center-Hillcrest

Title / Desc. **Mature Driver Program**

A traffic safety injury prevention program for adult drivers, focusing on 55+, and their family/caregivers. Overarching goal is to assist drivers in obtaining optimal safety and comfort while driving.

Objectives

- Conduct 48 Educational Presentations, focusing on traffic safety of adult drivers by 9/30/2016
- Coordinate 10 AARP Smart Driver Safety Courses by 9/30/2016
- Conduct 2 AARP's Need to Talk Seminars for concerned Family/Caregivers of adult drivers by 9/30/2016
- Participate in 3 Traffic Safety Campaigns, national and/or state by 9/30/2016
- Coordinate 12 CarFit events by 9/30/2016
- Coordinate 3 CarFit Technician Trainings by 9/20/2016
- Coordinate 1 CarFit Event Coordinator Training by 9/30/2016
- Coordinate 1 Traffic Safety Seminars for adult drivers by 8/31/2016
- Develop 24 and Maintain Partnerships with Community Agencies to increase awareness of MDP by 9/30/2016
- Evaluate 125 Mature Driver Program participants to assess satisfaction with MDP and services by 9/30/2016
- Participate in 60 Health & Safety Fairs and Community Events in all service counties to educate & promote MDP by 9/30/2016
- Distribute 750 Mature Driver Program Surveys, focusing on driving behaviors of older adults by 9/21/2016
- Distribute 25,000 Mature Driver Traffic Safety Educational Brochures and Promotional Items by 9/30/2016
- Evaluate 25 MDP Partners to assess satisfaction with MDP Staff and services offered by 8/28/2016
- Conduct 20 Observational Surveys by 9/30/2016
- Maintain 40 Traffic Safety Displays to promote awareness of MDP by 9/30/2016
- Distribute 100 Traffic Safety Educational Information to adult drivers who were seen at hospital after a MVC by 9/30/2016
- Attend 30 Civic, Service and Social Club Meetings to promote awareness of MDP and available program services by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$190,398.78	\$0.00	\$0.00	\$188,906.19	\$379,304.97

Task: **Public Information Campaigns**

Driver Education and Behavior DE - 10

<i>Project #</i>	<i>Division</i>	<i>Organization Name</i>
2016-MHH-G-1YG-0047	TRF-TS	Memorial Hermann Hospital

Title / Desc. **Live Your DREAMS (Distraction Reduction Among Motivated Students)**

DREAMS will educate teens and parents in the Houston District on teen DUI/distracted driver safety with a three-tiered approach including awareness events, high school and hospital based programs.

Objectives

- Develop 3 Evaluation Tools by 3/31/2016
- Maintain 1 Live Your DREAMS Website by 9/30/2016
- Attend 5 Coalition or Task Force Meetings by 9/30/2016
- Revise 3 Tiered Events Curricula by 8/31/2016
- Implement 10 Awareness Events by 4/30/2016
- Evaluate 10 Awareness Events by 5/31/2016
- Produce 1 Live Your DREAMS Website by 3/31/2016
- Evaluate 1 DREAMS Program by 7/31/2016
- Utilize 80 Volunteers by 9/30/2016
- Select 10 High Schools by 12/31/2015
- Implement 4 Hospital-based prevention programs by 6/30/2016
- Evaluate 4 Hospital-based prevention programs by 8/31/2016
- Implement 6 School-based prevention programs by 5/31/2016
- Evaluate 6 School-based prevention programs by 8/31/2016
- Develop 3 Teen Driving Safety Curricula by 2/28/2016
- Attend 2 Conferences by 6/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$67,075.35	\$0.00	\$0.00	\$64,136.52	\$131,211.87

Task: **Public Information Campaigns** Driver Education and Behavior DE - 10

Project # 2016-TTI-G-1YG-0052 Division TRF-TS Organization Name Texas A&M Transportation Institute

Title / Desc. Teens in the Driver Seat Program

Deploy the Teens in the Driver Seat Program at Junior High/Middle Schools and High Schools throughout the State of Texas.

Objectives

- Conduct 2 Catch the Crazy (CRZY) outreach initiatives by 5/31/2016
- Administer the 9th annual statewide contest for teens to generate target audience material for the program by 5/31/2016
- Develop 1 new set of outreach resources designed to improve teen safety around commercial motor vehicles by 9/30/2016
- Coordinate 3 meetings of the TDS Teen Advisory Board by 5/31/2016
- Conduct 1 statewide teen driving safety summit by 5/31/2016
- Administer 10 risk awareness and self-reported driving behavior surveys at TDS Program schools by 8/31/2016
- Provide 35 resource kits and related technical support to junior high school student teams in Texas by 9/30/2016
- Provide 125 resource kits and related technical support to high school student teams in Texas by 9/30/2016
- Implement 15 parent-oriented teen driving safety resource kits designed for delivery by teens by 8/31/2016
- Achieve 9% or less average wireless device use by teen drivers at TDS Program schools by 8/31/2016
- Achieve 90% or greater average seat belt use rate by teen drivers at TDS Program schools by 8/31/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$567,425.54	\$0.00	\$0.00	\$465,227.05	\$1,032,652.59

Project # TRF-TS TBD Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. Distracted Driving Media Campaign

Media campaign to raise awareness of distracted driving with the goal to reduce the number of crashes and injuries related to distracted driving.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$1,200,000.00	\$0.00	\$0.00	\$1,200,000.00	\$2,400,000.00

Project # TRF-TS TBD Division TRF-TS Organization Name Texas Department of Transportation

Title / Desc. Towards Zero Deaths

A comprehensive media campaign aimed at multiple program areas with the stated goal of moving towards having zero deaths on Texas' highways.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$5,000,000.00	\$0.00	\$5,000,000.00	\$10,000,000.00

Task: **Public Information Campaigns** Driver Education and Behavior DE - 10

Project # Division Organization Name
 TRF-TS TBD TRF-TS Texas Department of Transportation

Title / Desc. Energy Sector, IH35 Work Zone, and Street Smarts

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 conducted during infrastructure improvement project on Interstate Highway 35 between Waco and Austin.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	State	State	\$0.00	\$2,500,000.00	\$0.00	\$2,500,000.00	\$5,000,000.00

Project # Division Organization Name
 TRF-TS TBD TRF-TS Texas Department of Transportation

Title / Desc. Circuit of the Americas Media

Media cooperative effort with the Circuit of the Americas facility promoting multiple program areas at events.

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1*DE	\$87,000.00	\$0.00	\$0.00	\$0.00	\$87,000.00

Project # Division Organization Name
 2016-TMCEC-G-1YG-0044 TRF-TS Texas Municipal Courts Education Center

Title / Desc. Driving on the Right Side of the Road

Project trains educators to integrate traffic safety into K-12 curricula, provides public outreach in traffic safety, and provides judicial education in traffic safety for municipal judges and staff.

Objectives

- Train 150 Teachers on the DRSR project and its available materials through live workshops and webinars by 9/30/2016
- Develop 1 Story or activity book (English & Spanish) on impaired/distracted driving or other traffic issues by 9/30/2016
- Produce 6 Newsletter pages for municipal judges and court personnel on DRSR and traffic safety by 9/30/2016
- Train 500 Municipal judges and court personnel at TMCEC conferences and webinars on traffic safety issues by 9/30/2016
- Revise 4 Levels of the DRSR curriculum (K-12) or other DRSR resources/materials by 9/30/2016
- Train 300 Lawyers, municipal judges, and court personnel on traffic safety outreach and DRSR resources by 9/30/2016
- Distribute 25 Kits of DRSR materials to community groups (e.g., Boy Scouts, YMCA) by 9/30/2016
- Provide 1 DRSR workshop or exhibit at the Law Related Education (LRE) Statewide Conference by 3/31/2016
- Provide 24 DRSR exhibits for schools, courts, and community groups by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$174,669.80	\$0.00	\$0.00	\$150,693.45	\$325,363.25

Task: **Training**

Driver Education and Behavior DE - 10

Project # 2016-AISD-G-1YG-0187 District AUS Organization Name City of Austin - ISD

Title / Desc. **Austin Independent School District Driver's Education Program.**

Students will complete driver education course and receive certificates of completion. All Austin Independent School District High Schools will offer driver education courses.

Objectives

- Certify 3 teachers to teach driver education course by 9/12/2016
- Certify 540 students in Driver's Education and provide certificates of completion to each by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$24,465.70	\$0.00	\$0.00	\$18,586.62	\$43,052.32

Project # 2016-NSC-G-1YG-0109 Division TRF-TS Organization Name National Safety Council

Title / Desc. **Texas Employer Traffic Safety Program: Our Driving Concern**

Continued traffic safety outreach to Texas employers encouraging the use of best practice programs that promote safe driving behaviors among employees & their families.

Objectives

- Develop 1 Traffic Safety teaching unit for TX employees not working in a traditional office settings by 9/30/2016
- Identify 25 Types of employees who work in the field (not an office setting) by 9/30/2016
- Conduct 4 Professional Development Webcasts for Texas Employers, Safety Managers/Supervisors & others by 9/30/2016
- Train 400 Employees on the ODC curriculum, ODC program, and/or traffic safety throughout the year by 9/30/2016
- Maintain 12 Consecutive months of establishing and supporting traffic safety campaigns with Texas employers by 9/30/2016
- Coordinate 1 Texas Employer Traffic Safety Awards Program by 9/30/2016
- Educate 400 Texas employers/attendees on Traffic Safety at Texas Conferences (TSCE 2016) by 9/30/2016
- Conduct 2 Texas Employer Traffic Safety: Our Driving Concern Advisory Meetings by 9/30/2016
- Distribute 30,000 Tailgate Talks & Our Driving Concern Newsletters to TX employers, safety mgrs, and others by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	402	DE	\$350,117.93	\$0.00	\$0.00	\$88,345.00	\$438,462.93

Task: **Training**

Driver Education and Behavior DE - 10

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2016-TxTechLB-G-1YG-0191	LBB	Texas Tech University - Lubbock

Title / Desc. Implementation of Interactive Animation Tool for Teenage Drivers on Rural Roads

Extension and wide implementation of previous project on development of interactive animation tool for education of teenage drivers on rural roads.

Objectives

- Produce 1 Summary Report of Findings by 9/30/2016
- Develop 1 Web-based Forum for Software Support by 8/1/2016
- Revise 1 Teenage Driver Education Program by 7/15/2016
- Conduct 6 Regional Workshops by 6/1/2016
- Develop 5 Training Workshop Modules by 4/15/2016
- Distribute 50 Training Manuals by 7/15/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	DE	\$143,481.91	\$0.00	\$0.00	\$48,464.77	\$191,946.68

Driver Education and Behavior

**FY 2016
Budget Module: DE - 10**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	1	\$125,000.00	\$125,000.00								
Enforcement	0										
Evaluation	2	\$156,950.05	\$125,546.32							\$31,403.73	
Public Information & Eduction	9	\$19,421,891.91	\$2,251,729.47	\$87,000.00				\$7,500,000.00		\$9,583,162.44	\$309,634.13
Training	3	\$673,461.93	\$518,065.54							\$155,396.39	\$374,583.63
TOTALS:	15	\$20,377,303.89	\$3,020,341.33	\$87,000.00				\$7,500,000.00		\$9,769,962.56	\$684,217.76

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Railroad / Highway Crossing

RH - 11

Goals

- To reduce KAB crashes at railroad/highway crossings

Strategies

- Increase education of law enforcement concerning laws governing railroad/highway crossings.
- Increase public education and information on railroad/highway crossing safety.

Project Descriptions

Task: **Public Information Campaigns** Railroad / Highway Crossing RH - 11

<i>Project #</i> 2016-TxOpLife-G-1YG-0046	<i>Division</i> TRF-TS	<i>Organization Name</i> Texas Operation Lifesaver
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Title / Desc. **Highway-Railroad Safety Awareness**

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

Objectives

- Administer 1 Operation Lifesaver Authorized Volunteer (OLAV) incentive program by 9/30/2016
- Produce 4 Budget Reports for Board approval by 9/30/2016
- Manage 1 Statewide group of volunteer Presenters by 9/30/2016
- Conduct 2 Field Trainings and Evaluations by 9/30/2016
- Manage 250 Requests from media and the general public for information on rail safety by 9/30/2016
- Participate in 5 Information/Safety Booths at health fairs, conferences, etc by 9/30/2016
- Conduct 4 Rail Safety Awareness Training classes for Law Enforcement by 9/30/2016
- Attend 12 Coalition meetings, general meetings, and meetings with general public representing TXOL by 9/30/2016
- Conduct 500 Rail safety presentations to the public by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1*RH	\$72,199.40	\$0.00	\$0.00	\$40,554.00	\$112,753.40

Railroad / Highway Crossing **FY 2016**
Budget Module: RH - 11

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Eduction	1	\$112,753.40		\$72,199.40						\$40,554.00	
Training	0										
TOTALS:	1	\$112,753.40		\$72,199.40						\$40,554.00	

Roadway Safety

RS - 12

Goals

- To increase knowledge of roadway safety and current technologies among people involved in engineering, construction, and maintenance areas at both the state and local level
- To reduce the number of traffic crashes, injuries, and fatalities in work zones.

Strategies

- Improve highway design and engineering through training.
- Increase public education and information on roadway safety.
- Provide traffic safety problem identification to local jurisdictions.
- Provide training on roadway safety issues.

Project Descriptions

Task: Training	Roadway Safety RS - 12
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Project #	Division	Organization Name
2016-UTatArli-G-1YG-0158	TRF-TS	The University of Texas at Arlington

Title / Desc. FY2016 Traffic Safety Training Program

UTA proposes to help reduce traffic crashes, injuries and fatalities in work zones by providing municipal and county employees training to increase knowledge of roadway safety problems and solutions.

Objectives

- Train 2,409 Texas municipal and county workers in safe roadway work zone traffic control practices. by 9/30/2016
- Conduct 120 classes for Texas city and county workers on work zone traffic control and safety by 9/30/2016

Budget:

# Projects	Fund	Source	Federal Funding	State Funding	Program Income	Local Match	Project Total
1	405B	M1*RS	\$486,392.92	\$0.00	\$0.00	\$718,974.80	\$1,205,367.72

Roadway Safety

**FY 2016
Budget Module: RS - 12**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Education	0										
Training	1	\$1,205,367.72		\$486,392.92						\$718,974.80	
TOTALS:	1	\$1,205,367.72		\$486,392.92						\$718,974.80	

Safe Communities

SA - 13

Goals

- To establish integrated community traffic safety programs to prevent traffic-related fatalities and injuries

Strategies

- Support statewide the Texas Safe Community efforts by providing education, training, and coordination on how to initiate and conduct community based traffic safety programs and how communities can become designated as a Texas Safe community Coalition.
- Support the establishment and growth Safe Communities Coalitions.

Project Descriptions

Task: **Public Information Campaigns** Safe Communities SA - 13

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2016-Texas Ag-G-1YG-0062	BRY	Texas A&M Agrilife Extension Service

Title / Desc. **Brazos Valley Injury Prevention Coalition**

A Safe Communities coalition to implement and support health initiatives designed to reduce traffic-related injuries and fatalities in the Brazos Valley.

Objectives

- Distribute 18000 Public information and educational (PI&E) materials by 8/31/2016
- Conduct 4 Programs to raise awareness of the dangers of speeding and reckless driving by 8/31/2016
- Support 6 Activities to raise awareness of the dangers of impaired driving by 7/30/2016
- Conduct 8 Programs on the importance of seatbelt use focusing on teens and pickup truck drivers by 8/31/2016
- Support 10 Programs on the dangers of distracted driving with an emphasis on texting by 8/31/2016
- Conduct 6 Reality Education for Drivers (RED) Program by 7/31/2016
- Provide 10 Please be Seated Programs to raise awareness on importance of child safety seats by 8/30/2016
- Provide 10 Daycares, schools or groups with educational materials on best practice for child safety seats by 6/30/2016
- Conduct 6 Bimonthly meetings of the Brazos Valley Injury Prevention Coalition by 8/31/2016
- Conduct 1 Assessment of the traffic injuries and fatalities in the district by 8/31/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	405B	M1*SA	\$150,001.92	\$0.00	\$0.00	\$58,000.00	\$208,001.92

Task: **Public Information Campaigns**

Safe Communities SA - 13

<i>Project #</i>	<i>District</i>	<i>Organization Name</i>
2016-TAMUCC-G-1YG-0153	CRP	Texas A&M University-Corpus Christi

Title / Desc. **Safe Communities Safe Driving Public Education Campaign**

The Campaign manages the Nueces County Safe Communities Coalition to serve TxDOT public education targets by giving presentations, attendance at community events, and distribution of PI&E materials.

Objectives

- Distribute 16 news releases or contacts on meetings, TxDOT Goals, campaigns, events and presentations by 9/30/2016
- Purchase 3 TxDOT pre-approved promotional items to restock inventory for events and presentations by 9/30/2016
- Revise 4 driver/motorcycle/bicycle/pedestrian safety presentations by 5/31/2016
- Revise 4 driver/motorcycle/bicycle/pedestrian PI&E items which may include those in Spanish by 6/30/2016
- Provide 20 presentations on TxDOT identified safety goals to younger drivers (college or high school students) by 9/30/2016
- Provide 20 Presentations on TxDOT targeted safety issues to Nueces County organizations or groups by 9/30/2016
- Conduct 10 meetings of the Nueces County Safe Communities Coalition by 9/30/2016
- Distribute 100000 Pieces of PI&E materials related to Safe Communities Coalition and TxDOT targets and strategies by 9/30/2016
- Educate 4000 Nueces County residents through the distribution of PI&E items at community fairs and events by 9/30/2016
- Educate 400 Younger Nueces County drivers or future drivers through presentations by 9/30/2016
- Educate 400 Nueces County drivers, pedestrians, or cyclists though presentations provided in the community by 9/30/2016
- Attend 25 community events and fairs to distribute PI&E items and educate drivers, pedestrians, and cyclists by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	SA	\$59,602.37	\$0.00	\$0.00	\$34,597.78	\$94,200.15

Safe Communities

**FY 2016
Budget Module: SA - 13**

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Eduction	2	\$302,202.07	\$59,602.37	\$150,001.92						\$92,597.78	
Training	0										
TOTALS:	2	\$302,202.07	\$59,602.37	\$150,001.92						\$92,597.78	

School Bus

SB - 14

Goals

- To reduce School bus-related crashes, injuries and fatalities

Strategies

- Provide public information and education campaigns to promote safe motor vehicle operations around school buses.
- Provide safe school bus operation training for school bus drivers.

Project Descriptions

Task: **Training** School Bus SB - 14

<i>Project #</i> 2016-ESCVI-G-1YG-0121	<i>Division</i> TRF-TS	<i>Organization Name</i> Education Service Center, Region VI
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Title / Desc. **School Bus Safety Training 101 Program**

This program is designed to identify and implement several school bus safety units that will be utilized in training sessions to educate school bus transportation personnel and students.

Objectives

- Teach 600 PreK-5th students in Bus Safety Training 101 Program by 9/30/2016
- Identify 1 Set of content materials to be utilized in the various Bus Safety Training 101 programs by 9/30/2016
- Teach 400 School Bus Transportation personnel in Bus Safety Training 101 Program by 9/30/2016
- Analyze 500 Participant evaluations to determine overall effectiveness of the Bus Safety Training 101 Program by 9/30/2016

Budget:

<i># Projects</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funding</i>	<i>State Funding</i>	<i>Program Income</i>	<i>Local Match</i>	<i>Project Total</i>
1	402	SB	\$105,414.68	\$0.00	\$0.00	\$86,511.00	\$191,925.68

School Bus

FY 2016
Budget Module: SB - 14

Program Area	# Proj	Total	FEDERAL					STATE			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Program Management	0										
Enforcement	0										
Evaluation	0										
Public Information & Education	0										
Training	1	\$191,925.68	\$105,414.68							\$86,511.00	
TOTALS:	1	\$191,925.68	\$105,414.68							\$86,511.00	

Evidence Based Traffic Safety Enforcement Program

The TRF-TS utilizes an evidence based traffic safety enforcement program. The selection process for these proposals is detailed on page twenty six.

All jurisdictions selected for funding under this evidence based process may apply for yearlong STEP grants regardless of population. Potential subgrantees are limited to one or a combination of the following elements:

- Driving While Intoxicated (DWI) - to decrease impaired / alcohol-related crashes
- Occupant Protection (OP) - to increase safety belt and child safety seat usage
- Speed (SP) - to decrease speeding related crashes and increase driver compliance with posted speed limits
- Intersection Traffic Control (ITC) - to decrease intersection crashes. This STEP targets intersections with a high frequency of crashes within metropolitan areas.
- Distracted Driving (DD) - To reduce the number of distracted driving related crashes, injuries and fatalities. This STEP element provides for enforcement of state and local ordinances on distracted driving arising from the use of cellular and texting devices in vehicles.

Proposals for yearlong STEP Commercial Motor Vehicle (CMV) projects must include enforcement of speed, occupant protection, and hazardous materials moving violations to reduce commercial motor vehicle crashes, injuries, and fatalities involving vehicles with a body type of "Semi-Trailer" or Truck-Tractor":

The project plan requires each city/county to enter data showing what it plans to do with the increased enforcement effort. Potential subgrantees fill in the target number for each element of the proposed STEP. Each STEP proposal must show realistic enforcement numbers and that the enforcement hours match the proposed budget.

The scoring criteria will award a point range based on the data entered compared to the statewide performance average, or STEP indicator, for each enforcement element selected. The STEP indicator is a target or goal rather than a quota and has been found to be an average enforcement performance measure across the state. At no time does the Texas Department of Transportation (TxDOT) require an individual officer to issue a specific number of citations during an enforcement period.

STEP Public Information and Education (PI&E) Activities

Law enforcement agencies conducting yearlong grants are required to provide Public Information & Education (PI&E) activities, including the distribution of PI&E materials. Salaries being claimed for PI&E activities must be included in the budget. Agencies are required to complete four (4) presentations, obtain four (4) media exposures, and attend two (2) community events.

Operational Plan for STEP Agencies

The goal of the operational plan is to assist law enforcement agencies in defining roadways, dates, times, and locations where enforcement efforts will be concentrated when working on a STEP yearlong project. Potential subgrantees proposing a STEP yearlong project must complete the operational plan located on the Operational Plan Page of the proposal. For assistance in completing the operational plan, see "Operational Plan Instructions" located on the eGrants Resources Page.

Any modification made to the operational plan after the grant is executed does not require an amendment to the grant agreement. However, the subgrantee must follow the operational plan modification procedures found in "Supplemental Approvals" before any enforcement is conducted in the related sites.

These enforcement projects are intended to make the best utilization of existing data to reduce traffic violations, crashes and fatalities in areas most at risk; not just to assist LE agencies in defining locations where enforcement will be concentrated. These enforcement efforts can be modified as necessary, based on the ongoing analysis of crash and other data; i.e. nighttime seat belt enforcement.

For "Speed" and "Occupant Protection" sites, survey data must be submitted with the grant document to support the operational plan. A yearlong grant will only require one pre and one post survey, unless a TxDOT Traffic Safety Specialist (TSS) or program manager requires additional surveys. Surveys should be filled out accurately and completely.

STEP Operating Policies and Procedures

All STEP agencies must either have established written STEP operating policies and procedures, or will develop written policies and procedures before STEP grants can be executed. Each STEP agency will certify that it has, or will develop such procedures during the proposal process in eGrants. If an agency is selected for a grant award, a copy of the agency's written policies and procedures must be submitted with the executed grant. Local policies and procedures must include at a minimum:

- ✓ Department wide Seat Belt Policy
- ✓ Department wide Drug Free Workplace Policy
- ✓ Description of STEP project director and a list of their main responsibilities
- ✓ Description of how the agency selects individuals to work a STEP shift
- ✓ Description of how approval is obtained for an individual authorized to work a STEP shift
- ✓ List of any restrictions imposed on working STEP, such as limitations on the number of hours an officer can work per shift, etc.
- ✓ Description of how the agency determines overtime status before working STEP
- ✓ Description of how the agency supervises officers working STEP shifts
- ✓ Description of how an individual's time worked on a STEP shift is documented
- ✓ Description of the paperwork required after the STEP shift ends (i.e., time sheets, overtime cards, STEP daily activity reports, citations, etc.)
- ✓ Description of the process the supervisor uses to approve and document the hours worked
- ✓ Description of the process used to oversee the agency's performance toward meeting the grant's performance measures/target numbers.

National High Visibility Enforcement Strategy

The TRF-TS participates in, and requires participation from our funded law enforcement partners in the two national mobilizations: "Click It or Ticket", and the "Labor Day Impaired Driving Crackdown". The TRF-TS will attempt to have a statewide law enforcement and media coverage during the two national mobilizations.

Agencies that are granted funded for selective traffic enforcement programs (STEP) are required to participate in the mobilizations as a part of their yearlong or mobilization funding.

In addition to approximately 78 law enforcement agencies that are funded and participate during the year, the TRF-TS also offers incentives to non-funded agencies to participate in these two national mobilizations. These agencies report activities and other data to the TRF-TS that occurred during the national mobilizations and the TRF-TS awards small equipment grants to randomly selected agencies after activities are completed.

Law Enforcement Liaisons (LEL) and District Traffic Safety Specialists (TSS) actively recruit and seek additional law enforcement agencies that do not normally participate to become active in enforcement during these mobilizations to increase the coverage and effect of the mobilizations.

After each mobilization, the data including crash, citation, and others are analyzed and compared to address successes and decreases in crashes in addition to areas that might need additional assistance in order to be successful in the future.

SECTION Five

Program Cost Summary

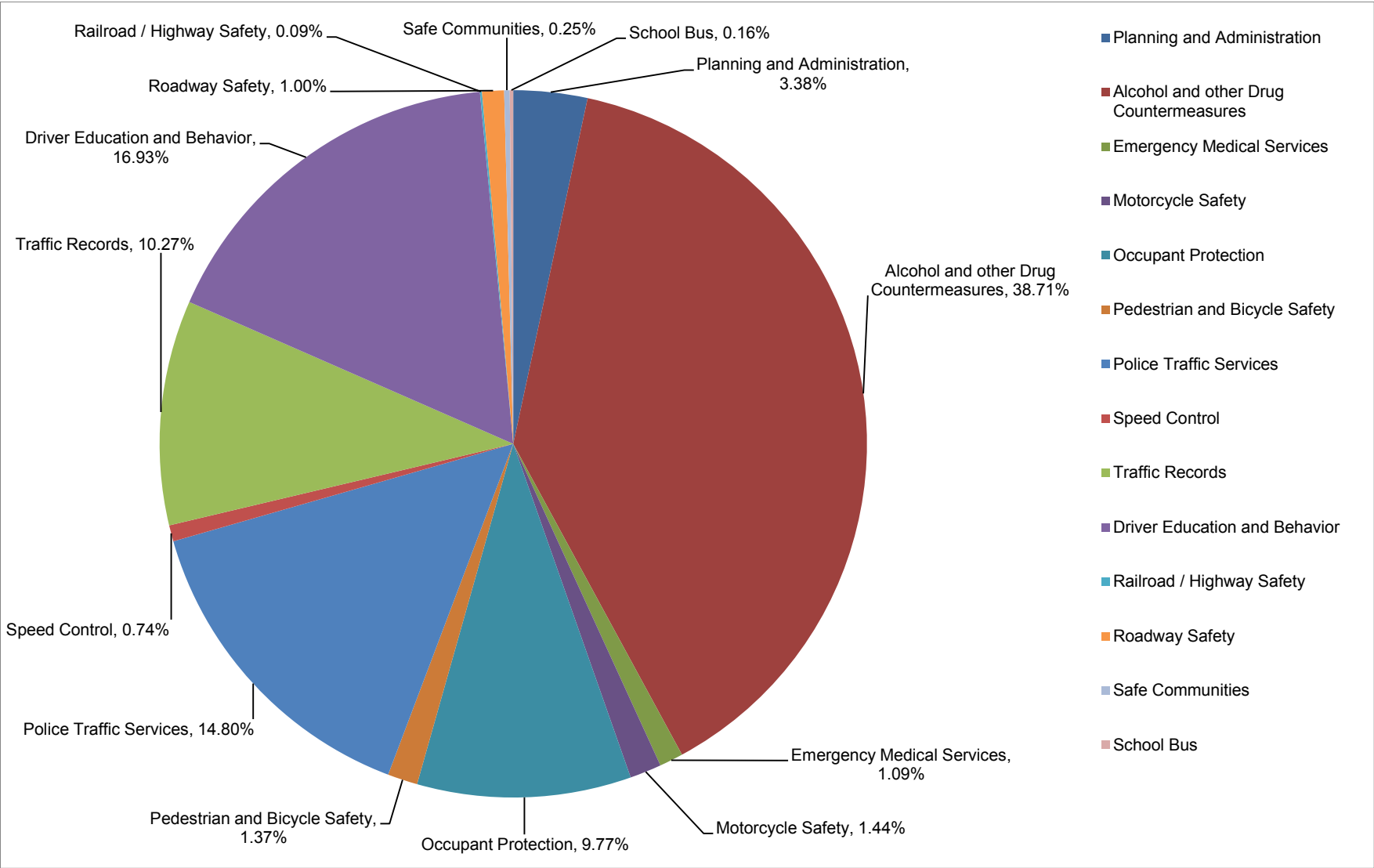
TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2016

SUMMARY OF PLANNED FUNDING

Program Area	# Proj	Total	FEDERAL					MATCH			Fed. 402 to Local
			402	405B	405C	405D	405F	STATE	INCOME	LOCAL	
Planning and Administration	5	\$4,063,874.49	\$524,129.35					\$3,496,915.00	\$0.00	\$42,830.14	
Alcohol and Other Drug Counter Measures	155	\$46,601,457.66	\$1,872,953.24	\$673,220.91		\$13,917,988.31		\$300,000.00	\$8,000.00	\$29,829,295.20	\$432,597.70
Emergency Medical Services	1	\$1,306,589.92	\$469,220.54					\$0.00	\$0.00	\$837,369.38	
Motorcycle Safety	4	\$1,738,394.69	\$590,623.86				\$500,000.00	\$0.00	\$0.00	\$647,770.83	
Occupant Protection	99	\$11,766,464.27	\$60,000.00	\$6,358,119.42				\$0.00	\$10,000.00	\$5,259,676.60	
Pedestrian and Bicyclist Safety	13	\$1,650,342.54	\$1,181,448.28					\$0.00	\$0.00	\$468,894.26	\$841,593.21
Police Traffic Services	64	\$17,818,857.07	\$10,963,101.36					\$0.00	\$0.00	\$6,855,755.71	\$10,156,969.28
Speed Control	11	\$890,812.13	\$575,236.07					\$0.00	\$0.00	\$315,576.06	\$575,236.07
Traffic Records	18	\$12,369,303.93			\$8,013,948.69			\$2,819,084.00	\$0.00	\$1,536,271.24	
Driver Education and Behavior	15	\$20,377,303.89	\$3,020,341.33	\$87,000.00				\$7,500,000.00	\$0.00	\$9,769,962.56	\$684,217.76
Railroad / Highway Crossing	1	\$112,753.40		\$72,199.40				\$0.00	\$0.00	\$40,554.00	
Roadway Safety	1	\$1,205,367.72		\$486,392.92				\$0.00	\$0.00	\$718,974.80	
Safe Communities	2	\$302,202.07	\$59,602.37	\$150,001.92				\$0.00	\$0.00	\$92,597.78	
School Bus	1	\$191,925.68	\$105,414.68					\$0.00	\$0.00	\$86,511.00	
TOTALS:	390	\$120,395,649.46	\$19,422,071.08	\$7,826,934.57	\$8,013,948.69	\$13,917,988.31	\$500,000.00	\$14,115,999.00	\$18,000.00	\$56,502,039.56	\$12,690,614.02

State of Texas, Fiscal Year 2016, Funding by Program Area Comparison, Total Funding



SECTION Six

Project Cross Reference Chart

Highway Safety Plan - Project Cross Reference

Enforcement Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2016-BexarCCC-G-1YG-0038	Bexar County Commissioners Court		AL	405D	M5HVE	\$137,500.92	\$0.00	\$0.00	\$73,228.85	\$210,729.77
2016-BexarCoD-G-1YG-0125	Bexar County District Attorney's Office		AL	405D	M5HVE	\$202,792.50	\$0.00	\$0.00	\$56,562.59	\$259,355.09
2016-CollinDA-G-1YG-0070	Collin County - District Attorney's Office		AL	405D	M5HVE	\$50,040.00	\$0.00	\$0.00	\$12,514.00	\$62,554.00
2016-GCoCDA-G-1YG-0164	Galveston County Criminal District Attorney		AL	405D	M5HVE	\$13,123.04	\$0.00	\$0.00	\$3,714.40	\$16,837.44
2016-HarrisDA-G-1YG-0170	Harris County District Attorney		AL	405D	M5HVE	\$299,174.10	\$0.00	\$0.00	\$74,793.52	\$373,967.62
2016-MCDAO-G-1YG-0014	Montgomery County District Attorney's Office		AL	405D	M5HVE	\$137,455.50	\$0.00	\$0.00	\$93,762.65	\$231,218.15
2016-TABC-G-1YG-0079	Texas Alcoholic Beverage Commission		AL	405D	M5HVE	\$482,336.24	\$0.00	\$0.00	\$595,489.75	\$1,077,825.99
2016-TarrantC-G-1YG-0126	Tarrant County		AL	405D	M5HVE	\$219,900.00	\$0.00	\$0.00	\$126,307.62	\$346,207.62
2016-TDCAA-G-1YG-0041	Texas District and County Attorneys Association		AL	405D	M5HVE	\$618,736.00	\$0.00	\$0.00	\$486,970.00	\$1,105,706.00
2016-TDPS-G-1YG-0037	Texas Department of Public Safety		AL	405D	M5HVE	\$631,150.00	\$0.00	\$0.00	\$351,000.00	\$982,150.00
2016-TTI-G-1YG-0031	Texas A&M Transportation Institute		AL	402	AL	\$238,215.31	\$0.00	\$0.00	\$59,577.91	\$297,793.22
TDPS Troopers conducting impaired driving patrols.	Texas Department of Public Safety		AL	402	AL	\$0.00	\$0.00	\$0.00	\$18,000,000.00	\$18,000,000.00
TRF-TS TBD	Texas Department of Transportation		OP	402	OP	\$60,000.00	\$0.00	\$0.00	\$0.00	\$60,000.00
TRF-TS TBD	Texas Department of Transportation		AL	402	AL	\$60,000.00	\$0.00	\$0.00	\$0.00	\$60,000.00
TRF-TS TBD	Texas Department of Transportation		AL	405D	M5HVE	\$1,200,000.00	\$0.00	\$0.00	\$600,000.00	\$1,800,000.00
TRF-TS TBD	Texas Department of Transportation		OP	405B	M1HVE	\$500,000.00	\$0.00	\$0.00	\$0.00	\$500,000.00
2016 CMV STEP										
2016-EagleLkP-S-1YG-0102	City of Eagle Lake - Police Department		PT	402	PT	\$4,331.40	\$0.00	\$0.00	\$4,161.17	\$8,492.57
2016-Fortwort-S-1YG-0041	City of Fort Worth - Police Department		PT	402	PT	\$57,896.47	\$0.00	\$0.00	\$14,534.07	\$72,430.54
2016-Harlinge-S-1YG-0097	City of Harlingen - Police Department		PT	402	PT	\$9,970.15	\$0.00	\$0.00	\$5,357.54	\$15,327.69
2016-HoustonP-S-1YG-0019	City of Houston - Police Department		PT	402	PT	\$297,000.00	\$0.00	\$0.00	\$550,061.32	\$847,061.33
2016-LaredoPD-S-1YG-0040	City of Laredo - Police Department		PT	402	PT	\$53,308.00	\$0.00	\$0.00	\$21,889.42	\$75,197.42
	Subtotals	# of Projects:	5			\$422,506.02	\$0.00	\$0.00	\$596,003.52	\$1,018,509.55
2016 Comprehensive STEP										
2016-AddisonP-S-1YG-0089	Town of Addison - Police Department		PT	402	PT	\$21,192.00	\$0.00	\$0.00	\$8,716.06	\$29,908.06
2016-AllenPD-S-1YG-0075	City of Allen - Police Department		PT	402	PT	\$58,265.00	\$0.00	\$0.00	\$30,880.45	\$89,145.45
2016-Amarillo-S-1YG-0031	City of Amarillo - Police Department		PT	402	PT	\$168,434.00	\$0.00	\$0.00	\$230,614.15	\$399,048.15
2016-Arlingto-S-1YG-0054	City of Arlington - Police Department		PT	402	PT	\$274,192.12	\$0.00	\$0.00	\$68,548.03	\$342,740.15
2016-AustinPD-S-1YG-0086	City of Austin - Police Department		PT	402	PT	\$999,999.52	\$0.00	\$0.00	\$408,894.07	\$1,408,893.59

Highway Safety Plan - Project Cross Reference

Enforcement Projects

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2016-Beaumont-S-1YG-0006	City of Beaumont - Police Department		PT	402	PT	\$82,953.75	\$0.00	\$0.00	\$43,122.25	\$126,076.00
2016-BexarCCC-S-1YG-0018	Bexar County Commissioners Court		PT	402	PT	\$500,000.00	\$0.00	\$0.00	\$125,158.25	\$625,158.25
2016-BrownsPD-S-1YG-0042	City of Brownsville - Police Department		PT	402	PT	\$66,630.42	\$0.00	\$0.00	\$24,848.66	\$91,479.08
2016-CorpusPD-S-1YG-0039	City of Corpus Christi - Police Department		PT	402	PT	\$98,082.00	\$0.00	\$0.00	\$43,247.57	\$141,329.57
2016-DallasCO-S-1YG-0081	Dallas County Sheriff's Department		PT	402	PT	\$123,411.00	\$0.00	\$0.00	\$85,273.34	\$208,684.34
2016-Dallas-S-1YG-0098	City of Dallas - Police Department		PT	402	PT	\$999,944.80	\$0.00	\$0.00	\$273,533.65	\$1,273,478.45
2016-DentonPD-S-1YG-0043	City of Denton - Police Department		PT	402	PT	\$86,070.00	\$0.00	\$0.00	\$108,747.25	\$194,817.25
2016-EdinbuPD-S-1YG-0010	City of Edinburg - Police Department		PT	402	PT	\$59,568.91	\$0.00	\$0.00	\$19,339.01	\$78,907.92
2016-EIPasoCO-S-1YG-0056	El Paso County Sheriff's Office		PT	402	PT	\$91,574.69	\$0.00	\$0.00	\$32,820.39	\$124,395.08
2016-EIPasoli-S-1YG-0024	City of El Paso - ISD Police Department		PT	402	PT	\$34,579.36	\$0.00	\$0.00	\$8,655.13	\$43,234.49
2016-EIPasoPD-S-1YG-0058	City of El Paso - Police Department		PT	402	PT	\$229,419.84	\$0.00	\$0.00	\$138,555.81	\$367,975.65
2016-Eules-S-1YG-0052	City of Eules - Police Department		PT	402	PT	\$69,630.00	\$0.00	\$0.00	\$77,168.86	\$146,798.86
2016-Fortwort-S-1YG-0036	City of Fort Worth - Police Department		PT	402	PT	\$171,233.16	\$0.00	\$0.00	\$42,832.00	\$214,065.16
2016-FriscoPD-S-1YG-0073	City of Frisco - Police Department		PT	402	PT	\$90,543.56	\$0.00	\$0.00	\$29,260.22	\$119,803.78
2016-GarlandP-S-1YG-0057	City of Garland - Police Department		PT	402	PT	\$249,984.53	\$0.00	\$0.00	\$146,472.64	\$396,457.17
2016-Georgeto-S-1YG-0100	City of Georgetown - Police Department		PT	402	PT	\$3,045.70	\$0.00	\$0.00	\$4,609.46	\$7,655.16
2016-GrandPra-S-1YG-0066	City of Grand Prairie - Police Department		PT	402	PT	\$189,608.84	\$0.00	\$0.00	\$189,610.84	\$379,219.68
2016-HaltomPD-S-1YG-0076	City of Haltom City - Police Department		PT	402	PT	\$61,061.20	\$0.00	\$0.00	\$44,784.31	\$105,845.51
2016-Harlinge-S-1YG-0079	City of Harlingen - Police Department		PT	402	PT	\$67,823.08	\$0.00	\$0.00	\$29,307.47	\$97,130.55
2016-Harris4-S-1YG-0074	Harris County Constable Precinct 4		PT	402	PT	\$42,409.00	\$0.00	\$0.00	\$11,520.92	\$53,929.92
2016-HarrisCo-S-1YG-0028	Harris County Sheriff's Office		PT	402	PT	\$373,463.36	\$0.00	\$0.00	\$373,463.36	\$746,926.72
2016-HarrisP1-S-1YG-0016	Harris County Constable Precinct 1		PT	402	PT	\$92,392.96	\$0.00	\$0.00	\$92,392.96	\$184,785.92
2016-HarrisP7-S-1YG-0082	Harris County Constable Precinct 7		PT	402	PT	\$175,334.40	\$0.00	\$0.00	\$44,527.59	\$219,861.99
2016-HoustonP-S-1YG-0013	City of Houston - Police Department		PT	402	PT	\$702,999.53	\$0.00	\$0.00	\$1,295,641.51	\$1,998,641.04
2016-Irving-S-1YG-0009	City of Irving - Police Department		PT	402	PT	\$168,414.00	\$0.00	\$0.00	\$137,894.26	\$306,308.26
2016-Jefferso-S-1YG-0092	Jefferson County Sheriff's Office		PT	402	PT	\$42,865.50	\$0.00	\$0.00	\$21,586.10	\$64,451.60
2016-KellerPD-S-1YG-0094	City of Keller - Police Department		PT	402	PT	\$31,360.00	\$0.00	\$0.00	\$31,426.80	\$62,786.80
2016-KilleenP-S-1YG-0083	City of Killeen - Police Department		PT	402	PT	\$114,656.00	\$0.00	\$0.00	\$30,825.31	\$145,481.31
2016-KylePD-S-1YG-0088	City of Kyle - Police Department		PT	402	PT	\$17,655.00	\$0.00	\$0.00	\$5,070.62	\$22,725.62

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016
 TEXAS HIGHWAY SAFETY PERFORMANCE PLAN FOR FISCAL YEAR 2016

Highway Safety Plan - Project Cross Reference

Enforcement Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2016-LaPorte-S-1YG-0055	City of La Porte - Police Department		PT	402	PT	\$49,875.19	\$0.00	\$0.00	\$51,690.77	\$101,565.96
2016-LaredoPD-S-1YG-0027	City of Laredo - Police Department		PT	402	PT	\$90,970.00	\$0.00	\$0.00	\$37,936.10	\$128,906.10
2016-LongviPD-S-1YG-0030	City of Longview - Police Department		PT	402	PT	\$80,116.00	\$0.00	\$0.00	\$20,102.01	\$100,218.01
2016-Lubbock -S-1YG-0029	City of Lubbock - Police Department		PT	402	PT	\$61,007.50	\$0.00	\$0.00	\$61,007.50	\$122,015.00
2016-McAllenP-S-1YG-0026	City of McAllen - Police Department		PT	402	PT	\$87,716.00	\$0.00	\$0.00	\$21,929.00	\$109,645.00
2016-Midland-S-1YG-0020	City of Midland - Police Department		PT	402	PT	\$17,297.50	\$0.00	\$0.00	\$17,322.99	\$34,620.49
2016-Mission-S-1YG-0045	City of Mission - Police Department		PT	402	PT	\$77,578.11	\$0.00	\$0.00	\$26,154.96	\$103,733.07
2016-NewBraus-S-1YG-0090	City of New Braunfels - Police Department		PT	402	PT	\$69,501.28	\$0.00	\$0.00	\$38,303.40	\$107,804.68
2016-NRichlan-S-1YG-0101	City of North Richland Hills - Police Department		PT	402	PT	\$51,829.22	\$0.00	\$0.00	\$21,609.33	\$73,438.55
2016-Odessa-S-1YG-0062	City of Odessa - Police Department		PT	402	PT	\$36,270.74	\$0.00	\$0.00	\$9,460.52	\$45,731.26
2016-PasadePD-S-1YG-0008	City of Pasadena - Police Department		PT	402	PT	\$112,058.40	\$0.00	\$0.00	\$112,058.40	\$224,116.80
2016-PlanoPD-S-1YG-0012	City of Plano - Police Department		PT	402	PT	\$143,636.62	\$0.00	\$0.00	\$95,744.93	\$239,381.55
2016-SanAntPD-S-1YG-0003	City of San Antonio - Police Department		PT	402	PT	\$1,000,000.00	\$0.00	\$0.00	\$249,959.98	\$1,249,959.98
2016-Southlak-S-1YG-0050	City of Southlake - Police Department		PT	402	PT	\$43,578.50	\$0.00	\$0.00	\$19,759.49	\$63,337.99
2016-TDPS-S-1YG-0011	Texas Department of Public Safety		PT	402	PT	\$691,476.08	\$0.00	\$0.00	\$792,203.83	\$1,483,679.91
2016-Tomgreen-S-1YG-0051	Tom Green County		PT	402	PT	\$41,124.56	\$0.00	\$0.00	\$24,249.27	\$65,373.83
2016-Tyler PD-S-1YG-0095	City of Tyler - Police Department		PT	402	PT	\$78,919.00	\$0.00	\$0.00	\$21,490.21	\$100,409.21
2016-WacoPD-S-1YG-0021	City of Waco - Police Department		PT	402	PT	\$104,845.44	\$0.00	\$0.00	\$28,262.00	\$133,107.44
2016-WichitaP-S-1YG-0015	City of Wichita Falls - Police Department		PT	402	PT	\$87,988.48	\$0.00	\$0.00	\$22,003.70	\$109,992.18
	Subtotals			# of Projects: 53		\$9,484,585.85	\$0.00	\$0.00	\$5,930,597.69	\$15,415,183.55
2016 DWI STEP										
2016-ColStaPD-S-1YG-0037	City of College Station - Police Department		AL	402	AL	\$16,507.68	\$0.00	\$0.00	\$4,179.13	\$20,686.81
	Subtotals			# of Projects: 1		\$16,507.68	\$0.00	\$0.00	\$4,179.13	\$20,686.81
2016 ITC STEP										
2016-Missouri-S-1YG-0069	City of Missouri - City Police Department		PT	402	PT	\$37,375.92	\$0.00	\$0.00	\$11,893.91	\$49,269.83
	Subtotals			# of Projects: 1		\$37,375.92	\$0.00	\$0.00	\$11,893.91	\$49,269.83
2016 SPEED STEP										
2016-Brenham-S-1YG-0080	City of Brenham - Police Department		SC	402	SC	\$37,350.00	\$0.00	\$0.00	\$16,190.55	\$53,540.55
2016-DeerPark-S-1YG-0077	City of Deer Park - Police Department		SC	402	SC	\$49,000.00	\$0.00	\$0.00	\$52,724.09	\$101,724.09

Highway Safety Plan - Project Cross Reference

Enforcement Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2016-Farmers -S-1YG-0025	City of Farmers Branch - Police Department		SC	402	SC	\$47,438.00	\$0.00	\$0.00	\$60,989.64	\$108,427.64
2016-FateDPS-S-1YG-0103	City of Fate - Department of Public Safety		SC	402	SC	\$38,033.32	\$0.00	\$0.00	\$11,498.80	\$49,532.12
2016-LewisvPD-S-1YG-0022	City of Lewisville - Police Department		SC	402	SC	\$89,923.91	\$0.00	\$0.00	\$22,550.56	\$112,474.47
2016-Mansfiel-S-1YG-0004	City of Mansfield - Police Department		SC	402	SC	\$70,588.50	\$0.00	\$0.00	\$26,464.85	\$97,053.35
2016-Mesquite-S-1YG-0067	City of Mesquite - Police Department		SC	402	SC	\$52,881.89	\$0.00	\$0.00	\$19,315.13	\$72,197.02
2016-MontgoSO-S-1YG-0035	Montgomery County Sheriff's Office		SC	402	SC	\$63,324.08	\$0.00	\$0.00	\$31,768.64	\$95,092.72
2016-Sugarlan-S-1YG-0064	City of Sugar Land - Police Department		SC	402	SC	\$72,592.80	\$0.00	\$0.00	\$28,380.42	\$100,973.22
2016-TexasCit-S-1YG-0017	City of Texas City - Police Department		SC	402	SC	\$33,427.97	\$0.00	\$0.00	\$34,543.01	\$67,970.98
Subtotals		# of Projects:	10			\$554,560.47	\$0.00	\$0.00	\$304,425.69	\$858,986.16
2016 WAVE Comprehensive STEP										
2016-Benbrook-S-1YG-0023	City of Benbrook - Police Department		PT	402	PT	\$11,710.15	\$0.00	\$0.00	\$3,903.39	\$15,613.54
2016-KilgoreP-S-1YG-0033	City of Kilgore - Police Department		PT	402	PT	\$10,142.00	\$0.00	\$0.00	\$2,661.15	\$12,803.15
2016-TaylorCo-S-1YG-0084	Taylor County Sheriff's Office		PT	402	PT	\$11,127.43	\$0.00	\$0.00	\$3,102.24	\$14,229.67
2016-Weatherf-S-1YG-0059	City of Weatherford - Police Department		PT	402	PT	\$24,554.70	\$0.00	\$0.00	\$6,193.80	\$30,748.50
Subtotals		# of Projects:	4			\$57,534.28	\$0.00	\$0.00	\$15,860.58	\$73,394.86
2016 WAVE DWI STEP										
2016-CdrPrkPD-S-1YG-0044	City of Cedar Park - Police Department		AL	402	AL	\$25,713.31	\$0.00	\$0.00	\$8,623.00	\$34,336.31
2016-DaingrFI-S-1YG-0049	City of Daingerfield - Police Department		AL	402	AL	\$4,440.00	\$0.00	\$0.00	\$3,855.44	\$8,295.44
2016-HGAC-S-1YG-0087	Houston-Galveston Area Council		AL	402	AL	\$154,350.41	\$0.00	\$0.00	\$45,250.00	\$199,600.41
Subtotals		# of Projects:	3			\$184,503.72	\$0.00	\$0.00	\$57,728.44	\$242,232.16
2016 WAVE SPEED STEP										
2016-Cleburne-S-1YG-0065	City of Cleburne - Police Department		SC	402	SC	\$20,675.60	\$0.00	\$0.00	\$11,150.37	\$31,825.97
Subtotals		# of Projects:	1			\$20,675.60	\$0.00	\$0.00	\$11,150.37	\$31,825.97

				Federal Funds	State Funding	Prog. Income	Local Match	Project Total
Enforcement Task Summary	# Projects:	260		\$15,628,673.15	\$0.00	\$0.00	\$27,465,760.63	\$43,094,433.78

Highway Safety Plan - Project Cross Reference

Evaluation Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2016-CRIS-G-1YG-0206	CRIS		TR	405C	M3DA	\$700,000.00	\$0.00	\$0.00	\$0.00	\$700,000.00
2016-CRIS-G-1YG-0207	CRIS		TR	405C	M3DA	\$889,547.00	\$0.00	\$0.00	\$0.00	\$889,547.00
2016-CRIS-G-1YG-0208	CRIS		TR	405C	M3DA	\$78,500.00	\$0.00	\$0.00	\$0.00	\$78,500.00
2016-CRIS-G-1YG-0209	CRIS		TR	405C	M3DA	\$193,100.00	\$0.00	\$0.00	\$0.00	\$193,100.00
2016-CRIS-G-1YG-0210	CRIS		TR	405C	M3DA	\$168,500.00	\$0.00	\$0.00	\$0.00	\$168,500.00
2016-CRIS-G-1YG-0211	CRIS		TR	405C	M3DA	\$1,218,420.00	\$0.00	\$0.00	\$0.00	\$1,218,420.00
2016-CRIS-G-1YG-0212	CRIS		TR	405C	M3DA	\$210,000.00	\$0.00	\$0.00	\$0.00	\$210,000.00
2016-CRIS-G-1YG-0213	CRIS		TR	405C	M3DA	\$225,800.00	\$0.00	\$0.00	\$0.00	\$225,800.00
2016-IADLEST-G-1YG-0166	International Association of Directors of Law Enforcement Standards and Training		TR	405C	M3DA	\$142,242.47	\$0.00	\$0.00	\$35,762.14	\$178,004.61
2016-TDPS-G-1YG-0111	Texas Department of Public Safety		TR	405C	M3DA	\$930,008.80	\$0.00	\$0.00	\$232,502.20	\$1,162,511.00
2016-TDSHS-IS-G-1YG-0168	Texas Department of State Health Services - ISG		TR	405C	M3DA	\$1,582,881.64	\$0.00	\$0.00	\$398,701.18	\$1,981,582.82
2016-TMPA-G-1YG-0036	Texas Municipal Police Association		TR	405C	M3DA	\$645,525.92	\$0.00	\$0.00	\$625,750.00	\$1,271,275.92
2016-TPP-G-1YG-0217	Transportation Planning and Programming		TR	405C	M3DA	\$500,000.00	\$0.00	\$0.00	\$125,000.00	\$625,000.00
2016-TTI-G-1YG-0016	Texas A&M Transportation Institute		OP	405B	M1OP	\$352,000.00	\$0.00	\$0.00	\$88,032.68	\$440,032.68
2016-TTI-G-1YG-0017	Texas A&M Transportation Institute		OP	405B	M1OP	\$67,795.18	\$0.00	\$0.00	\$16,956.61	\$84,751.79
2016-TTI-G-1YG-0018	Texas A&M Transportation Institute		DE	402	DE	\$70,000.00	\$0.00	\$0.00	\$17,506.15	\$87,506.15
2016-TTI-G-1YG-0019	Texas A&M Transportation Institute		DE	402	DE	\$55,546.32	\$0.00	\$0.00	\$13,897.58	\$69,443.90
2016-TTI-G-1YG-0020	Texas A&M Transportation Institute		OP	405B	M1OP	\$52,109.12	\$0.00	\$0.00	\$13,033.70	\$65,142.82
2016-TTI-G-1YG-0029	Texas A&M Transportation Institute		MC	402	MC	\$218,575.91	\$0.00	\$0.00	\$54,711.07	\$273,286.98
2016-TTI-G-1YG-0034	Texas A&M Transportation Institute		TR	405C	M3DA	\$126,714.70	\$0.00	\$0.00	\$31,783.49	\$158,498.19
2016-TTI-G-1YG-0051	Texas A&M Transportation Institute		TR	405C	M3DA	\$109,294.30	\$0.00	\$0.00	\$27,360.12	\$136,654.42
2016-TTI-G-1YG-0085	Texas A&M Transportation Institute		PS	402	PS	\$37,982.76	\$0.00	\$0.00	\$9,517.24	\$47,500.00
2016-TTI-G-1YG-0097	Texas A&M Transportation Institute		TR	405C	M3DA	\$79,458.86	\$0.00	\$0.00	\$19,878.80	\$99,337.66
2016-TxOCA-G-1YG-0216	Texas Office of Court Administration		TR	405C	M3DA	\$213,955.00	\$0.00	\$0.00	\$39,533.31	\$253,488.31

Evaluation Task Summary			# Projects:	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
			24	\$8,867,957.98	\$0.00	\$0.00	\$1,749,926.27	\$10,617,884.25

Highway Safety Plan - Project Cross Reference

Program Management Projects

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
TRF-TS Crash Records/Data Analysis Operations and CRIS	Texas Department of Transportation		TR	State	State	\$0.00	\$2,819,084.00	\$0.00	\$0.00	\$2,819,084.00
TRF-TS TBD	Texas Department of Transportation		PA	402	PA	\$400,000.00	\$0.00	\$0.00	\$0.00	\$400,000.00
TRF-TS TBD	Texas Department of Transportation		DE	402	DE	\$125,000.00	\$0.00	\$0.00	\$0.00	\$125,000.00
TRF-TS TBD	Texas Department of Transportation		PA	State	State	\$0.00	\$3,446,915.00	\$0.00	\$0.00	\$3,446,915.00
TRF-TS TBD	Texas Department of Transportation		PA	State	State	\$0.00	\$50,000.00	\$0.00	\$0.00	\$50,000.00
TRF-TS TBD	Texas Department of Transportation		PA	402	PA	\$75,000.00	\$0.00	\$0.00	\$0.00	\$75,000.00

		<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
Program Management Task Summary	<i># Projects:</i> 6	\$600,000.00	\$6,315,999.00	\$0.00	\$0.00	\$6,915,999.00

Highway Safety Plan - Project Cross Reference

Public Information Campaigns Projects

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund</i>	<i>Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
2016-AustinEM-G-1YG-0178	City of Austin - EMS		OP	405B	M1CPS	\$35,800.00	\$0.00	\$0.00	\$13,680.00	\$49,480.00
2016-BikeAUS-G-1YG-0175	Bike Austin		PS	402	PS	\$99,546.00	\$0.00	\$0.00	\$27,716.20	\$127,262.20
2016-Elbowz-G-1YG-0184	Elbowz Racing		PS	402	PS	\$152,843.00	\$0.00	\$0.00	\$51,953.30	\$204,796.30
2016-ESCVI-G-1YG-0122	Education Service Center, Region VI		AL	405D	M5PEM	\$101,660.17	\$0.00	\$0.00	\$36,797.50	\$138,457.67
2016-ESCVI-G-1YG-0192	Education Service Center, Region VI		PS	402	PS	\$63,883.03	\$0.00	\$0.00	\$20,427.00	\$84,310.03
2016-Ghisallo-G-1YG-0202	Ghisallo Foundation		PS	402	PS	\$134,052.00	\$0.00	\$0.00	\$34,145.20	\$168,197.20
2016-HCoB-G-1YG-0197	Healthy Communities of Brownsville		PS	402	PS	\$35,255.93	\$0.00	\$0.00	\$35,458.25	\$70,714.18
2016-HHS-G-1YG-0172	Hillcrest Baptist Medical Center-HHS		OP	405B	M1CPS	\$282,987.48	\$0.00	\$0.00	\$355,472.32	\$638,459.80
2016-Hillcres-G-1YG-0161	Hillcrest Baptist Medical Center-Hillcrest		DE	402	DE	\$190,398.78	\$0.00	\$0.00	\$188,906.19	\$379,304.97
2016-Hillcres-G-1YG-0163	Hillcrest Baptist Medical Center-Hillcrest		AL	402	AL	\$231,586.30	\$0.00	\$0.00	\$221,901.60	\$453,487.90
2016-IPCOGD-G-1YG-0129	Injury Prevention Center of Greater Dallas		OP	405B	M1CPS	\$97,181.67	\$0.00	\$0.00	\$52,614.54	\$149,796.21
2016-LubbockP-G-1YG-0015	City of Lubbock - Parks & Recreation		PS	402	PS	\$34,810.59	\$0.00	\$0.00	\$68,288.56	\$103,099.15
2016-McAllenP-G-1YG-0004	City of McAllen - Police Department		DE	402	DE	\$52,160.00	\$0.00	\$0.00	\$14,199.23	\$66,359.23
2016-MHH-G-1YG-0047	Memorial Hermann Hospital		DE	402	DE	\$67,075.35	\$0.00	\$0.00	\$64,136.52	\$131,211.87
2016-PBKTC-G-1YG-0140	Please Be Kind to Cyclists		PS	402	PS	\$248,098.68	\$0.00	\$0.00	\$64,971.70	\$313,070.38
2016-SATaC-G-1YG-0139	City of San Antonio – Transportation and Capital		PS	402	PS	\$35,992.96	\$0.00	\$0.00	\$8,998.24	\$44,991.20
2016-ScottWhi-G-1YG-0174	Baylor Scott and White Memorial Hospital		OP	405B	M1CPS	\$257,399.02	\$0.00	\$0.00	\$73,028.06	\$330,427.08
2016-TAMUCC-G-1YG-0153	Texas A&M University-Corpus Christi		SA	402	SA	\$59,602.37	\$0.00	\$0.00	\$34,597.78	\$94,200.15
2016-TCH-G-1YG-0173	Texas Children's Hospital		PS	402	PS	\$100,994.05	\$0.00	\$0.00	\$80,432.87	\$181,426.92
2016-TDSHS-G-1YG-0080	Texas Department of State Health Services		OP	405B	M1CPS	\$932,608.99	\$0.00	\$0.00	\$900,000.00	\$1,832,608.99
2016-Texas Ag-G-1YG-0059	Texas A&M Agrilife Extension Service		OP	405B	M1CPS	\$416,757.82	\$0.00	\$0.00	\$224,408.01	\$641,165.83
2016-Texas Ag-G-1YG-0061	Texas A&M Agrilife Extension Service		AL	405B	M1*AL	\$511,900.15	\$0.00	\$0.00	\$173,797.60	\$685,697.75
2016-Texas Ag-G-1YG-0062	Texas A&M Agrilife Extension Service		SA	405B	M1*SA	\$150,001.92	\$0.00	\$0.00	\$58,000.00	\$208,001.92
2016-Texas Ag-G-1YG-0063	Texas A&M Agrilife Extension Service		PS	402	PS	\$84,263.68	\$0.00	\$0.00	\$28,539.00	\$112,802.68
2016-TMCEC-G-1YG-0044	Texas Municipal Courts Education Center		DE	402	DE	\$174,669.80	\$0.00	\$0.00	\$150,693.45	\$325,363.25
2016-Travis C-G-1YG-0073	Travis County Attorney's UDPP		AL	405D	M5PEM	\$178,261.79	\$0.00	\$0.00	\$232,364.08	\$410,625.87
2016-TST-G-1YG-0104	Texans Standing Tall		AL	405D	M5PEM	\$290,771.99	\$0.00	\$1,000.00	\$73,517.50	\$365,289.49
2016-TST-G-1YG-0133	Texans Standing Tall		AL	405D	M5PEM	\$281,078.87	\$0.00	\$0.00	\$70,584.80	\$351,663.67
2016-TST-G-1YG-0138	Texans Standing Tall		AL	405D	M5PEM	\$234,807.05	\$0.00	\$1,000.00	\$59,390.05	\$295,197.10
2016-TTI-G-1YG-0022	Texas A&M Transportation Institute		AL	402	AL	\$331,633.55	\$0.00	\$0.00	\$112,388.98	\$444,022.53

Highway Safety Plan - Project Cross Reference

Public Information Campaigns Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2016-TTI-G-1YG-0023	Texas A&M Transportation Institute		PS	402	PS	\$41,032.68	\$0.00	\$0.00	\$10,262.34	\$51,295.02
2016-TTI-G-1YG-0024	Texas A&M Transportation Institute		AL	402	AL	\$70,673.46	\$0.00	\$0.00	\$18,850.45	\$89,523.91
2016-TTI-G-1YG-0030	Texas A&M Transportation Institute		MC	402	MC	\$272,072.06	\$0.00	\$0.00	\$68,053.61	\$340,125.67
2016-TTI-G-1YG-0052	Texas A&M Transportation Institute		DE	402	DE	\$567,425.54	\$0.00	\$0.00	\$465,227.05	\$1,032,652.59
2016-TTI-G-1YG-0082	Texas A&M Transportation Institute		MC	402	MC	\$99,975.89	\$0.00	\$0.00	\$25,006.15	\$124,982.04
2016-TTI-G-1YG-0084	Texas A&M Transportation Institute		PS	402	PS	\$112,692.92	\$0.00	\$0.00	\$28,184.36	\$140,877.28
2016-TxOpLife-G-1YG-0046	Texas Operation Lifesaver		RH	405B	M1*RH	\$72,199.40	\$0.00	\$0.00	\$40,554.00	\$112,753.40
TRF-TS TBD	Texas Department of Transportation		DE	State	State	\$0.00	\$5,000,000.00	\$0.00	\$5,000,000.00	\$10,000,000.00
TRF-TS TBD	Texas Department of Transportation		AL	State	State	\$0.00	\$300,000.00	\$0.00	\$0.00	\$300,000.00
TRF-TS TBD	Texas Department of Transportation		MC	405F	M9MA	\$500,000.00	\$0.00	\$0.00	\$500,000.00	\$1,000,000.00
TRF-TS TBD	Texas Department of Transportation		OP	405B	M1PE	\$1,100,000.00	\$0.00	\$0.00	\$1,100,000.00	\$2,200,000.00
TRF-TS TBD	Texas Department of Transportation		OP	405B	M1PE	\$2,000,000.00	\$0.00	\$0.00	\$2,000,000.00	\$4,000,000.00
TRF-TS TBD	Texas Department of Transportation		DE	405B	M1*DE	\$87,000.00	\$0.00	\$0.00	\$0.00	\$87,000.00
TRF-TS TBD	Texas Department of Transportation		DE	State	State	\$0.00	\$2,500,000.00	\$0.00	\$2,500,000.00	\$5,000,000.00
TRF-TS TBD	Texas Department of Transportation		DE	402	DE	\$1,200,000.00	\$0.00	\$0.00	\$1,200,000.00	\$2,400,000.00
TRF-TS TBD	Texas Department of Transportation		AL	405D	M5PEM	\$4,000,000.00	\$0.00	\$0.00	\$4,000,000.00	\$8,000,000.00

Public Information Campaigns Task Summary		# Projects:		Federal Funds	State Funding	Prog. Income	Local Match	Project Total
		70		\$15,991,154.94	\$7,800,000.00	\$2,000.00	\$20,487,546.49	\$44,280,701.43

Highway Safety Plan - Project Cross Reference

Training Projects

Project #	Organization	#	PA	Fund	Source	Federal Funds	State Funding	Prog. Income	Local Match	Project Total
2016-AISD-G-1YG-0187	City of Austin - ISD		DE	402	DE	\$24,465.70	\$0.00	\$0.00	\$18,586.62	\$43,052.32
2016-ESCVI-G-1YG-0121	Education Service Center, Region VI		SB	402	SB	\$105,414.68	\$0.00	\$0.00	\$86,511.00	\$191,925.68
2016-IPCOGD-G-1YG-0131	Injury Prevention Center of Greater Dallas		OP	405B	M1TR	\$53,064.84	\$0.00	\$0.00	\$29,071.37	\$82,136.21
2016-MADD-G-1YG-0006	Mothers Against Drunk Driving		AL	405D	M5TR	\$139,120.07	\$0.00	\$0.00	\$48,560.79	\$187,680.86
2016-MADD-G-1YG-0117	Mothers Against Drunk Driving		AL	405D	M5TR	\$136,933.43	\$0.00	\$0.00	\$51,264.58	\$188,198.01
2016-MADD-G-1YG-0118	Mothers Against Drunk Driving		AL	405D	M5TR	\$129,498.90	\$0.00	\$0.00	\$47,088.95	\$176,587.85
2016-MADD-G-1YG-0119	Mothers Against Drunk Driving		AL	405D	M5TR	\$288,973.97	\$0.00	\$0.00	\$201,882.10	\$490,856.07
2016-MADD-G-1YG-0120	Mothers Against Drunk Driving		AL	405D	M5TR	\$790,763.63	\$0.00	\$0.00	\$364,396.27	\$1,155,159.90
2016-NSC-G-1YG-0109	National Safety Council		DE	402	DE	\$350,117.93	\$0.00	\$0.00	\$88,345.00	\$438,462.93
2016-SHSU-G-1YG-0002	Sam Houston State University		AL	405D	M5TR	\$649,205.76	\$0.00	\$0.00	\$639,753.74	\$1,288,959.50
2016-SHSU-G-1YG-0081	Sam Houston State University		AL	405D	M5TR	\$134,265.82	\$0.00	\$0.00	\$86,228.59	\$220,494.41
2016-SHSU-G-1YG-0102	Sam Houston State University		AL	405B	M1*AL	\$161,320.76	\$0.00	\$0.00	\$87,764.00	\$249,084.76
2016-TAC-G-1YG-0188	Texas Association of Counties		AL	402	AL	\$227,399.79	\$0.00	\$0.00	\$121,435.00	\$348,834.79
2016-TCH-G-1YG-0112	Texas Children's Hospital		OP	405B	M1CPS	\$210,415.30	\$0.00	\$10,000.00	\$358,312.42	\$578,727.72
2016-TCJ-G-1YG-0107	Texas Center for the Judiciary		AL	405D	M5TR	\$722,625.52	\$0.00	\$0.00	\$742,810.28	\$1,465,435.80
2016-TEEXESTI-G-1YG-0009			EM	402	EM	\$469,220.54	\$0.00	\$0.00	\$837,369.38	\$1,306,589.92
2016-TJCTC-G-1YG-0103	Texas Justice Court Training Center		AL	402	AL	\$139,078.31	\$0.00	\$0.00	\$140,685.26	\$279,763.57
2016-TMCEC-G-1YG-0043	Texas Municipal Courts Education Center		AL	402	AL	\$373,355.12	\$0.00	\$6,000.00	\$213,442.10	\$592,797.22
2016-TMPA-G-1YG-0007	Texas Municipal Police Association		PT	402	PT	\$961,099.29	\$0.00	\$0.00	\$301,400.00	\$1,262,499.29
2016-TMPA-G-1YG-0045	Texas Municipal Police Association		AL	405D	M5TR	\$615,750.15	\$0.00	\$0.00	\$358,420.00	\$974,170.15
2016-TMPA-G-1YG-0049	Texas Municipal Police Association		AL	405D	M5TR	\$499,015.24	\$0.00	\$0.00	\$519,980.00	\$1,018,995.24
2016-TMPA-G-1YG-0071	Texas Municipal Police Association		AL	405D	M5TR	\$148,836.12	\$0.00	\$0.00	\$159,912.00	\$308,748.12
2016-TMPA-G-1YG-0105	Texas Municipal Police Association		AL	405D	M5TR	\$220,457.53	\$0.00	\$0.00	\$164,600.00	\$385,057.53
2016-TTI-G-1YG-0025	Texas A&M Transportation Institute		PA	402	PA	\$49,129.35	\$0.00	\$0.00	\$42,830.14	\$91,959.49
2016-TTI-G-1YG-0035	Texas A&M Transportation Institute		AL	405D	M5TR	\$92,954.00	\$0.00	\$0.00	\$23,250.12	\$116,204.12
2016-TxTechLB-G-1YG-0191	Texas Tech University - Lubbock		DE	402	DE	\$143,481.91	\$0.00	\$0.00	\$48,464.77	\$191,946.68
2016-UHD-G-1YG-0055	University of Houston/Downtown		AL	405D	M5TR	\$131,600.00	\$0.00	\$0.00	\$131,200.00	\$262,800.00
2016-UHD-G-1YG-0075	University of Houston/Downtown		AL	405D	M5TR	\$139,200.00	\$0.00	\$0.00	\$131,200.00	\$270,400.00
2016-UMCEP-G-1YG-0183	University Medical Center of El Paso		OP	405B	M1*OP	\$78,668.25	\$0.00	\$0.00	\$35,066.89	\$113,735.14
2016-UTatArli-G-1YG-0158	The University of Texas at Arlington		RS	405B	M1*RS	\$486,392.92	\$0.00	\$0.00	\$718,974.80	\$1,205,367.72

Highway Safety Plan - Project Cross Reference

Training Projects

<i>Project #</i>	<i>Organization</i>	<i>#</i>	<i>PA</i>	<i>Fund Source</i>	<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
					<i>Federal Funds</i>	<i>State Funding</i>	<i>Prog. Income</i>	<i>Local Match</i>	<i>Project Total</i>
Training Task Summary		<i># Projects:</i> 30			\$8,671,824.83	\$0.00	\$16,000.00	\$6,798,806.17	\$15,486,631.00

SECTION Seven
Certifications and Assurances
Appendix A

**APPENDIX A TO PART 1200 – CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Texas

Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub recipients are noted under the applicable caption.)

In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following certifications and assurances:

General Requirements:

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State’s application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through 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))

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
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Sub award and Executive Compensation Reporting, August 27, 2010,

(https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);

- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) The entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards;
 - and (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

Non-Discrimination (Applies to sub recipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug Free Workplace Act of 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.

- The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

Buy American Act (applies to sub recipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases 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. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

Political Activity (Hatch Act) (applies to sub recipients 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 sub recipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form- LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub grants, and contracts under grant, loans, and cooperative agreements) and that all sub recipients 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 sub recipients 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 sub recipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
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 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 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 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.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. 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 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 participant further agrees by submitting this proposal that it will include the clause titled "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.
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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
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 this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters- Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, 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 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 Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
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 and/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, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. 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 "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. (See below)

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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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 and/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 participation in this transaction 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.

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 on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

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 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.

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Section 402 Requirements

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B) At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

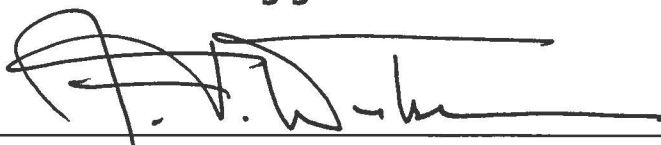
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

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))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature of Governor's Representative for Highway Safety

05/20/2015

Date

LtGen J.F. Weber, USMC (Ret)

Printed name of Governor's Representative for Highway Safety

SECTION Eight

MAP-21 Grant Application

**APPENDIX D TO PART 1200
CERTIFICATIONS AND ASSURANCES
NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: **Texas**

Fiscal Year: **FY 2016**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- Certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- Understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- Agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- Agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

A handwritten signature in black ink, appearing to read "J.F. Weber", written over a horizontal line.

Signature, Governor's Representative for Highway Safety

05/20/2015

Date

LtGen J.F. Weber, USMC (Ret)

Printed Name, Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

Part 1: Occupant Protection (23 CFR 1200.21)

All States: [*Fill in all blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- 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 as HSP attachment or page # _____.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # _____.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # _____.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # _____.

Lower Seat belt Use States: [*Check at least 3 boxes below and fill in all blanks under those checked boxes.*]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, 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 _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least \$25:

- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.

- The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.

- The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.

- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]

- The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;

OR

- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[Fill in at least one blank for each bullet below.]

- A copy of [*check one box only*] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
- The name and title of the State’s Traffic Records Coordinator is _____.
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
- [*Check one box below and fill in any blanks under that checked box.*]
 - The following pages in the State’s Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages _____.
- OR**
 - If not detailed in the State’s Strategic Plan, the written description is provided as HSP attachment # _____.
- The State’s most recent assessment or update of its highway safety data and traffic records system was completed on _____ This updated Texas’s highway safety data and Traffic Records system to address each recommendation from the Assessment conducted on 10/26/2012.

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- 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 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;
- OR**
- For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
 - A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;
- OR**
- For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
 - *[Check one box below and fill in any blanks under that checked box.]*
 - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
- OR**
- For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Part 4: Distracted Driving (23 CFR 1200.24)

[Fill in all blanks below.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:

 - Driver license testing of distracted driving issues:

 - Minimum fine of at least \$25 for first offense:

 - Increased fines for repeat offenses:

 - Exemptions from youth cell phone use ban:
-

Part 5: Motorcyclist Safety (23 CFR 1200.25)

[Check at least 2 boxes below and fill in any blanks under those checked boxes.]

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Use of fees collected from motorcyclists for motorcycle programs: [*Check one box below and fill in **any** blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

Legal citation(s):

AND

- The State's law appropriating funds for FY ____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

[Fill in all applicable blanks below.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:

- Driving restrictions:

- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:

- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:
- Minimum duration:
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner’s Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

License Distinguishability (*Check one box below and fill in any blanks under that checked box.*)

Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

Legal citation(s):

OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

**PART 1: OCCUPANT PROTECTION
SECTION 405 (B) ATTACHMENTS**

Attachment 1.1: FY 2016 Click it or Ticket Mobilization

The attached table outlines the anticipated agencies to be solicited for participation in the FY 2016 Click It or Ticket (CIOT) mobilization.

Attachment 1.1: FY 2016 Click it or Ticket Mobilization

<i>Agency</i>	<i>Funding Level</i>
Houston Police Department	\$75,000
Sheriff's Department - Harris County	\$35,000
Dallas Police Department	\$75,000
San Antonio Police Department	\$30,000
Fort Worth Police Department	\$30,000
Austin Police Department	\$47,000
Sheriff's Department - Travis County	\$8,000
Sheriff's Department - Montgomery County	\$8,000
Corpus Christi Police Department	\$6,000
Arlington Police Department	\$6,200
Sheriff's Department - Brazoria County	\$6,000
Midland Police Department	\$5,800
Hidalgo County Constable, Precinct 1	\$5,700
Laredo Police Department	\$5,000
Garland Police Department	\$4,900
Webb County Constable, Precinct 1	\$4,800
Sheriff's Department - Caldwell County	\$4,600
Sheriff's Department - Smith County	\$4,600
El Paso Police Department	\$4,400
Sheriff's Department - Ector County	\$4,300
Mesquite Police Department	\$4,100
Sheriff's Department - Bastrop County	\$4,000
Sheriff's Department - Live Oak County	\$3,800
Abilene Police Department	\$3,800
Sheriff's Department - Harrison County	\$3,800
Sheriff's Department - San Patricio County	\$3,800
Williamson County Constable, Precinct 1	\$3,600
Sheriff's Department - Grayson County	\$3,600
Sheriff's Department - Fort Bend County	\$3,600
Irving Police Department	\$3,500
Falfurrias Police Department	\$3,400
Sheriff's Department - Midland County	\$3,400
Sheriff's Department - Bowie County	\$3,400
Sheriff's Department - Pecos County	\$3,300
Sheriff's Department - Liberty County	\$3,300
Jim Wells County Constable, Precinct 5	\$3,300
Sheriff's Department - Van Zandt County	\$3,300
Sheriff's Department - Matagorda County	\$3,300
Lubbock Police Department	\$3,300
Grand Prairie Police Department	\$3,300
Sheriff's Department - Denton County	\$3,300
Sheriff's Department - Fayette County	\$3,200
Bexar County Sheriff's Department	\$3,200
Sheriff's Department - Walker County	\$3,100
Sheriff's Department - Erath County	\$3,100
Sheriff's Department - Hudspeth County	\$3,100
Waxahachie Police Department	\$3,100
Sheriff's Department - Johnson County	\$3,000
Sheriff's Department - Cherokee County	\$3,000
Sheriff's Department - Anderson County	\$2,900
Sheriff's Department - Henderson County	\$2,900
Pasadena Police Department	\$2,900
Sheriff's Department - Lamar County	\$2,900
Sheriff's Department - Leon County	\$2,800
Sheriff's Department - San Jacinto County	\$2,800
Sheriff's Department - Bell County	\$2,800
Sheriff's Department - Shelby County	\$2,800
Wichita Falls Police Department	\$2,700
San Angelo Police Department	\$2,600
Sheriff's Department - Rusk County	\$2,600
60 Agencies	\$500,000.00

Attachment 1.2: National CPS Certification – Technicians

Texas Certified Child Safety Seat Technicians

The following summarizes the number of certified technicians in the state of Texas. The complete list begins on next page.

- 826 Certified Technicians

NATIONAL CHILD PASSENGER SAFETY CERTIFICATION

A Program of
Safe Kids Worldwide

ONLINE SERVICES

[Login](#)

CPS Technician Search: Find a CPS Technician

Special needs training is provided by the Automotive Safety Program at Riley Hospital for Children in Indianapolis. Safe Kids Worldwide does not certify these individuals. ** For more information, go to www.preventinjury.org. **

Map is displayed if both city and state are part of the search criteria. To view the map, please scroll down past results list.

Search Results (826)

Name		Location/Contact	Languages	Certification Type
Marisa	Abbe	Children's Medical Center 1935 Medical District Drive Dallas, TX 75235 214-456-7936 marisa.abbe@childrens.com	English	Certified Technician
Amy	Adams	Texas Department of State Health Services 1403 F Blackjack Lockhart, TX 78644 512-376-1076 amy.adams@dshs.state.tx.us	English	Certified Technician
Jescee	Adams	Jescee Adams 3009 Thunderbird Ave. McAllen, TX 78504 801-391-1576	English	Certified Technician

		jescee319@hotmail.com		
Lisa	Alaniz	Parmer Medical Center 1307 Cleveland Friona, TX 79035 806-250-2754 lisaalaniz63@hotmail.com		Certified Technician
Luis	Alcala Jr.	921 N. Oak Pearsall, TX 78061 830-334-7876 alcalajr.luis86@yahoo.com	English	Certified Technician
Jorge	Alday	Communities in Schools 815 Burgundy Dr. 154 El Paso, TX 79907 915-202-4665 jorgealday@aol.com	Spanish English	Certified Technician
Jesus	Alderete	Childrens Medical Center 1935 Medical District Dr. Trauma Services Dallas, TX 75235 214-456-7000 jesus.alderete@childrens.com	Spanish English	Certified Instructor
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Jessica	Milam	McLane Children's Hospital Scott & White 1901 S.W. H.K. Dodgen Loop Temple, TX 76504 254-724-1431 jmilam@sw.org	English	Certified Technician
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Martha	Montellano	Promotora de Salud Independiente 12937 Center St. P.O Box 468 Clint, TX 79836 915-479-0266 montellano_martha@yahoo.com	Spanish English	Certified Technician
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Raquel	Rojas	, TX 7138120033 rrojas@avancehouston.org	Spanish English	Certified Technician
Leticia	Rolland-Hardy	Fort bend County Extension 1402 Band Road Rosenberg, TX, TX 77471 281-342-3034 lvrolland@ag.tamu.edu	English	Certified Technician
Kari	Romano	Kari Romano Agency State Farm 19053 I 45 N The Woodlands, TX 77385 936-231-8133 kari@kariromanosf.com	Spanish English	Certified Technician
Isidora	Rosales	Avance Inc. 4281 Dacoma Houston, TX 77092 713-5030534 irosales@avancehouston.org	Spanish English	Certified Technician
Deborah	Rose	Region 19 ESC Head Start 6611 Boeing El Paso, TX 79924 915-790-4676 drose@esc19hs.net	English	Certified Technician
Ivonne	Ross	Cook Children's Health Care System 801 Seventh Ave Ft Worth, TX 76104 682-885-2886 ivonne.ross@cookchildrens.org	Spanish English	Certified Technician
Kris	Roszko	Cypress Creek EMS 7111 Five Forks Drive Spring, TX 77379	English	Certified Technician

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

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Christine	Rouse	Providence 6901 medical parkway Waco, TX 76712 254-751-4581 Chrisknappy@yahoo.com	English	Certified Technician
Angela	Rudolph	Detroit Police Dept - Police Community Services 4903 Windcross Ct. Katy, TX 77449 313-220-0543 Aj866@aol.com	English	Certified Technician
Bryan	Ruemke	Washington County EMS 1875 HWY 290 W Brenham, TX 77833 979-277-6267 bruemke@wacounty.com	English	Certified Technician
Eleazar	Ruiz	Wellness Pointe 1107 E. Marshall Avenue Building 2, Suite 101 Longview, TX 75601 903-236-7383 eruiz@wellnesspointe.org	Spanish English	Certified Technician
Sergio	Ruiz	Harlingen Police Department 1018 Fair Park Blvd. Harlingen, TX 78550 956-216-5407 sruiz@harlingenpolice.com	Spanish English	Certified Technician
Yoshio	Ruiz	Army Community Service, FAP 76020 Crockett St. Ft. Hood, TX 76544 254-287-2286 yr1005@hotmail.com		Certified Technician
Calley	Runnels	Texas A&M AgriLife Extension--Swisher County 310 West Broadway Tulia, TX 79088 806-995-3726 cjrunnels@tamu.edu	English	Certified Technician
Christi	Russell	Austin LifeCare 1215 W Anderson Ln	English	Certified Technician

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

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Elaine	Sager	St. Mark's Medical Center One St. Mark's Place La Grange, TX 78945 979-242-2197 e.sager@smmctx.org	English	Certified Instructor
Gloria	Salazar	University Medical Center of El Paso Trauma Department 4815 Alameda Ave. El Paso, TX 79905 915-521-7984 gسالازار@thomasoncares.org	English	Certified Instructor
Ruby	Salinas	Alamo Fire Department 415 N Tower Rd. Alamo, TX 78516 956-781-2004 rsalinas@alamotexas.org	Spanish English	Certified Technician
Jeremiah	Salmon	Cook Children's Health Care System 801 Seventh Ave Fort Worth, TX 76104 682-885-5909 jeremiah.salmon@cookchildrens.org		Certified Instructor
John	Sampa	Texas Highway Patrol 28000 Southwest Frwy Suite A Rosenberg, TX 77471 281-517-1630x26851 john.sampa@dps.texas.gov	English	Certified Technician
James	Sampson	295 Trophy Club Dr Trophy Club, TX 76227 682-831-4630 thesampson3@yahoo.com	English	Certified Technician
Michael	Sanchez	Hunt County EMS 3003 C Joe Ramsey Blvd	Spanish English	Certified Technician

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

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Claudia	Sanchez-Lucas	Dallas Healthy Start 250 South Saint Augustine Drive Dallas, TX 75217 214-489-0557 sclau91@yahoo.com	Spanish English	Certified Technician
Casey	Sanders	Mt. Pleasant Fire Department 728 East Ferguson Mt. Pleasant, TX 75455 903-563-4489 csrescueranger@hotmail.com	English	Certified Technician
Fiona	Santillan	Texas AgriLife Extension Service Passenger Safety College Station, TX 77843 979-846-4658 fsantillan@ag.tamu.edu	Spanish English	Certified Technician
Magdalena	Santillan	Cook Children's Medical Center 801 7th Ave Fort worth, TX 76104 682-885-7242 magdalena.santillan@cookchildrens.org	Spanish English	Certified Instructor
Mark	Schaffer	82d Training Wing Safety Office 614 H Avenue Bldg 634 Sheppard AFB, TX 76311-2862 940-676-7308 mark.schaffer@us.af.mil	English	Certified Technician
Laura	Schein	Flower Mound Police Department 4150 Kirkpatrick Ln Flower Mound, TX 75028 972-539-0525 laura.schein@flower-mound.com	English	Certified Technician
Kevin	Schmidt	Flower Mound Police dept. 4150 Kirkpatrick. Ln Flower Mound, TX 75028 972-539-0525 kevin.schmidt@flower-mound.com	English	Certified Technician
Karena	Schulze	Scott & White Hoerster Clinic - Llano	Spanish	Certified

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

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Shanna	Schulze	Shanna Schulze 1212 Spartanburg Ct College Station, TX 77845 979-324-2534 shannalschulze@gmail.com	English	Certified Technician
Leandra	Scottini	Harker Heights Fire Department 401 Indian Trail Harker Heights, TX 76548 254-699-2688 lscottini@ci.harker-heights.tx.us	English	Certified Technician
Mandi	Seaton	Texas AgriLife Extension Service 100 6th Drive Courthouse, Room B-5 Littlefield, TX 79339 806-385-4222x235 mkseaton@ag.tamu.edu	English	Certified Technician
Michael	Seekamp	USAF - 82 TRW/SE 614 H. Ave Sheppard AFB, TX 76311 940-676-7305 michael.seekamp.1@us.af.mil	English	Certified Technician
Andrew	Seelman	Baylor Medical Center McKinney McKinney, TX 75070 andrew.seelman@baylorhealth.edu	English	Certified Technician
Christine	Seibert-Oropeza	Childrens Medical Center of Dallas 1935 Medical District Drive Dallas, TX 75235 214-456-6422 christine.seibertoropeza@childrens.com	English	Certified Technician
Cathryn	Seil	The Parenting Cottage 3818 50th St Lubbock, TX 79413 806-795-7552 cathy@parentingcottage.org	English	Certified Technician
FLOYD	SELF	MONTGOMERY COUNTY SHERIFF'S	English	Certified

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016
 DEPARTMENT
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Technician

Yvonne	Sheil	Killeen ISD 110 North W.S. Young Dr. Killeen, TX 76540 254-336-0170 yvonnecat@embarqmail.com	English	Certified Technician
Stacy	Shipp	Clear Lake Regional Medical Center 500 Medcial Center Blvd Webster, TX 77598 281-332-2511 Stacy.Shipp@hcahealthcare.com	English	Certified Technician
Crystal	Shores	Cook Children's Northeast Hospital 6316 Precinct Line Road Hurst, TX 76054 817-605-2524 cshores@nueterra.org	English	Certified Technician
Christina	Shrom	Texas Childrens' Hospital - West Campus 18200 Katy Freeway Houston, TX 77094 832-227-1893 cshrom@gmail.com	English	Certified Technician
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Karen	Slay	Karen Slay 2629 75th Street Lubbock, TX 79423 806-745-5428 kidsarentcargo@gmail.com	English	Certified Instructor
Kristy	Slough	Texas AgriLife Extension Service - Hutchinson Co 500 North Main Suite 102 Stinnett, TX 79083 806-878-4026 kislough@ag.tamu.edu	English	Certified Technician
Kelly	Smalley	Texas Childrens Hospital West Campus 18200 Katy Freeway Houston, TX 77094 832-227-1009 kdsmalee@texaschildrens.org	English	Certified Technician
Adam	Smith	West university place fire department 3800 university blvd West university, TX 77005 713-662-5835 Admroderick@yahoo.com	English	Certified Technician
David	Smith	Firestone Complete Autocare 1698 Hwy 287 N Mansfield, TX 76063 682-518-8041 daviddsmith65@yahoo.com	English	Certified Technician
HOLLY	SMITH	DETAR HEALTHCARE SYSTEM 506 E SAN ANTONIO STREET VICTORIA, TX 77901 361-676-3799 HOLLY.SMITH@DETAR.COM	English	Certified Technician
Jill	Smith	Irving Police Department 305 N. O'Connor	English	Certified Technician

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Jimmy	Smith	City of Beaumont (Public Health) 2870 Laurel Beaumont, TX 77702 409-880-3922	English	Certified Technician
Julie	Smith	Texas A&M AgriLife Extension Service-Borden County 140 East Wilbourn PO Box 155 Gail, TX 79738 806-756-4336 julie.smith@agnet.tamu.edu	English	Certified Technician
Kelly	Smythe	Dallas Police Dept. 334 S. Hall St. Dallas, TX 75226 214-681-1905 Kelli.Smythe@dpd.ci.dallas.tx.us	English	Certified Technician
Valerie	Snyder	Southlake Police Department 2100 W. Southlake Blvd. Southlake, TX 76092 817-748-8173 vsnyder@ci.southlake.tx.us	English	Certified Technician
Jessica	Son	TXDOT 7901 North IH-35 Austin, TX 78753 512-832-7243 jessica.son@txdot.gov	English	Certified Technician
Jana	Speer	LMC Right Start 2438 Rice Blvd Houston, TX 77005 713-807-7300 jana.speer@rightstart.com	English	Certified Technician
Debra	Spencer	Randolph Air Force Base 1985 1st Street West STE. 1 Randolph AFB, TX 78150 210-652-6308	English	Certified Technician
Lucie	Spencer	Lavon Police Department	English	Certified

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

		501B Lincoln Ave. PO Box 340 Lavon, TX 75166 972-843-4219	Undeclared	Technician
Greg	Spivey	Irving Police Department 305 N Oconnor Irving, TX 75061 972-721-2747 gspivey@cityofirving.org	English	Certified Instructor
Steven	Squier	Montgomery County Sheriff's Office #1 Criminal Justice Drive Conroe, TX 77301 936-760-5800 steven.squier@mctx.org	English	Certified Technician
Simone	St John	Kiddos World Learning Center/Daycare 14614 Monrad Dr Houston, TX 77045 832-265-9335 simlane52@gmail.com	English	Certified Technician
Anna	St. Angelo	N/a 7920 San Felipe Blvd Apt 1217 Austin, TX 78729 512-745-2874 honeydew124@gmail.com	English	Certified Technician
Carlene	St. John	Centennial Medical Center 12505 Lebanon Road Frisco, TX 75035 972-963-3054 carlene.stjohn@tenethealth.com	English	Certified Instructor
Gala	Stafford	JPS Health Network 3301 Stalcup Road Fort Worth, TX 76119 817-702-2331 Gstafford@jpshealth.org	English	Certified Technician
Al	Stainbrook	Conroe Police Department 700 Old Montgomery Road Conroe, TX 77301 936-520-0937 astainbrook@cityofconroe.org	English	Certified Technician
Leslie	Stark	Texans In Motion @ Scott & White Healthcare	English	Certified

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Barbara	Stephens	Texas A&M AgriLife Extension/Family Advocacy Prog Building 76020 Crockett Dr. Fort Hood, TX 76544 254-287-9866 barbara.j.stephens6.ctr@mail.mil	English	Certified Technician
Jimmy	Stephens	City of DeSoto 211 E. Pleasant Run DeSoto, TX 75115 972-979-8404 jstephens@desototexas.gov	English	Certified Technician
Shelli	Stephens-Stidham	Injury Prevention Center of Greater Dallas 6300 Harry Hines Blvd., Suite 240 Dallas, TX 75235 214-590-4461 shelli.stephens-stidham@phhs.org	English	Certified Instructor
Charles	Stevens	Brazoria County - Pct 3 2436 South Grand Suite 108 Pearland, TX 77581 281-997-9777 buckstevens@gmail.com	English	Certified Technician
Elizabeth	Stokely	City of Mathis EMS 411 East San Patricio Mathis, TX 78368 361-774-3198 estokely@cityofmathis.com	English	Certified Technician
Sandra	Stone	Texas A&M Transportation Inst. Texas A&M Univ. College Station, TX 778433135 979-845-6174 s-stone@tamu.edu	English	Certified Technician

Lorie	Stovall	Texas A&M AgriLife Extension Service 800 N Main Suite 305 Corsicana, TX 75110 903-654-3075 lorie.stovall@ag.tamu.edu	English	Certified Technician
Victoria	Strong	Austin, TX 512-470-5909 victoria.strong@hotmail.com	English	Certified Technician
Laura	Suarez	Texas Children's Hospital 18200 Katy Fwy WA130 Houston, TX 77094 832-227-1885 lbsuarez80@hotmail.com	English	Certified Technician
Rebekah	Svensson	Rebekah Svensson 28310 Peper Hollow Ln Spring, TX 77386 409-617-1526 Rebekah3@gmail.com	English	Certified Technician
Brielle	Swerdlin	South Texas Health System- Edinburg Children's Hos 1102 W. Trenton Rd Edinburg, TX 78539 956-388-6923 brielle.swerdlin@uhsrgv.com	English	Certified Technician
David	Swetnam	Montgomery County Pct.3 Constable's Office 1520 Lake Front Circle #200 The Woodlands, TX 77380 281-364-4211 david.swetnam@mctx.org	English	Certified Technician
Robert	Swikoski	Robert Swikoski 1717 Dove Circle Abilene, TX 79605 3256950811 robert.j.swikoski@gmail.com	English	Certified Technician
Mark	Tackett	Texas Department of Public Safety 1413 Texoma Parkway Sherman, TX 75090 Mark.Tackett@txdps.state.tx.us	English	Certified Instructor
Dan	Taravella	Nacogdoches Police Dept	English	Certified

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

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Mae Bell	Tartt	MET Head Start 22551 Gene Campbell Blvd New Caney, TX 77357 281-689-5544 tartt@metinc.org	English	Certified Technician
Alaena	Tate	Alice Fire Department 601 E. Third St Alice, TX 78332 361-455-8566 a.tate628@yahoo.com	English	Certified Technician
Valorie	Tausch	Blanco EMS 607 Chandler Street Blanco, TX 78606 firechic_8783@yahoo.com	English	Certified Technician
Jeff	Taylor	Haltom City Police Department 5110 Broadway Ave Haltom City, TX 76117 817-222-7049 jtaylor@haltomcitytx.com	English	Certified Technician
Kristopher	Taylor	Northlake Police Department 1400 FM 407 Northlake, TX 76247 940-648-4804 ktaylor544@gmail.com	English	Certified Technician
Tracy	Tellman	Texas Dept. of Transportation 5715 Canyon Drive Amarillo, TX 79110 806-356-3295 tracy.tellman@txdot.gov	English	Certified Instructor
Tiffany	Tepper	Family Compass 4210 Junius St Dallas, TX 75246 214-370-9810 ttepper@family-compass.org	English	Certified Technician
Matthew	Theriot	Children's Medical Center Dallas	English	Certified

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

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Edward	Thomas	Killeen Independent School District 110 North W.S. Young Drive Killeen, TX 76540 254-336-0124 edward.thomas@killeenisd.org	Undeclared	Certified Technician
JENNIFER	THOMAS	7108 Riverport Rd FORT WORTH, TX 76116 682-885-7477 JENNIFER.THOMAS@COOKCHILDRENS.ORG	English	Certified Technician
Patrick	Thomas	P.O. Box 3229 Alice, TX 78332 361-460-0086 pthomas@cityofalice.org	Spanish English	Certified Technician
Cathy	Thomas- Grantham	Texas Health Resources Azle 108 Denver Trail Azle, TX 76020 817-444-8724 cathythomas-grantham@texashealth.org	English	Certified Technician
Edward	Thompson	Self employeed 2204 Paloma LN P.O. Box 1594 Monahans, TX 79756 432-770-6465 biggest1@msn.com	English	Certified Technician
Christi	Thornhill	Cook Children's Medical Center 801 Seventh Ave Ft. Worth, TX 76104 682-885-1954 christi.thornhill@gmail.com	English	Certified Technician
Kara	Thorp	AAA Texas 4970 Highway 290 West 310 Austin, TX 78735 512-444-4757x224 thorp.kara@aaa-texas.com	English	Certified Technician
Russell	Thrasher	244 Deer Valley Drive	English	Certified

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

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Rose	Toruno	Texas Children's Hospital 6621 Fannin West Tower 21-329 Houston, TX 77030 832-826-6146 rmbanda@texaschildrenshospital.org	English	Certified Technician
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Miguel	Tovar	City of Brownsville Police Department 2900 Southmost Blvd.	English	Certified Technician

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

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Stephanie	Trevino	Texans In Motion @ Baylor Scott & White Healthcare 10526 W. Parmer Lane Bldg 4 Austin, TX 78717 512-310-4750 sttrevino@sw.org	English	Certified Technician
Tina	Trevino	Texas AgriLife Extension 186 County Road 101 1 Port Lavaca, TX 77979 361-877-1407 tatrevino@ag.tamu.edu	Spanish English	Certified Technician
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Nada	Trout	Texas Transportation Institute- TAMU Texas A & M University System College Station, TX 77843 979-845-5690 n-trout@tamu.edu	English Undeclared	Certified Technician
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TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

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Gina	Turella- Garcia	Go, Baby, Go! 3723 Highcliff Drive San Antonio, TX 78218 gturellagarcia@gmail.com	English	Certified Technician
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Javier	Valdez	Texas Children's Hospital 2450 Holcombe, Ste. 34L NB-8365 Houston, TX 77021-1011 832-828-1315 valdez8112@sbcglobal.net	Spanish English	Certified Instructor
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TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

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D'Jae	Vela	Texas Department of Public Safety-CVE 1720 E Main Waxahachie, TX 75165	English	Certified Technician

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Jocelin	Villarreal	Frio County AgriLife Extension 400 S. Pecan St. Pearsall, TX 78061 830-334-0099 jocelin.villarreal@ag.tamu.edu	English	Certified Technician
Hector	Villegas	1018 Fair Park Blvd. 1018 Fair Park Blvd. Harlingen, TX 78550 956-216-5525 hvillegas@harlingenpolice.com	Spanish English	Certified Technician
Ronnie	Viss	Scott's Funeral Home 2425 East Main Street Gatesville, TX 76528 254-865-5411 ronnie.viss@me.com	English	Certified Technician
Sandy	Wachsmann	Waco ISD Police 2015 Alexander Ave. Waco, TX 76708 254-752-0858 sandy.wachsmann@wacoisd.org		Certified Technician
Amy	Wagner	Texas A&M AgriLife Extension Randall County 200 North Brown Road Canyon, TX 79015 806-468-5543	English	Certified Technician

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Patsy	Walls	Texas Dept. of Transportation 1601 Southwest Parkway Wichita Falls, TX 763024906 940-720-7708 Patsy.Walls@txdot.gov	English	Certified Technician
Dana	Walraven	Cook Children's Medical Center 801 Seventh Ave Fort Worth, TX 76104 817-885-5909 d-walraven@cookchildrens.org	English	Certified Instructor
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Holy	Ward	GPCH 100 Medical Drive Borger, TX 79007	English	Certified Technician

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Beth	Warren	Texas Department of Public Safety 5805 N Lamar - Bldg C Public Education Unit Austin, TX 78752 512-424-5639 Beth.Warren@dps.texas.gov	English	Certified Instructor
Sherry	Waterman	Texas Department of Transportation 1710 W. HUS 380 Decatur, TX 76243 940-626-3373 Sherry.Waterman@txdot.gov	English	Certified Technician
Lacy	Watson	Burnet Fire Dept 104 S Rhomberg PO Box 1369 Burnet, TX 78611 512-756-2662 lwatson@cityofburnet.com	English	Certified Technician
Lauren	Weaver	Lauren E. Weaver Little Elm, TX 75068 469-656-8246 calleiah@gmail.com	English	Certified Technician
Irene	Webster	Texas Department of Transportation 406 CR 1618 Linden, TX 75563 903-756-5723 irene.webster@txdot.gov	Spanish English	Certified Technician
DONNA	WELBORN	St. Davids RRMCC, Trauma Services Trauma Injury Prevention Coordinator 2300 Round Rock Ave, Suite 201 ROUND ROCK, TX 78681 512-341-6612 donna.welborn@stdavids.com	English	Certified Technician
Janet	Welch	Women's Hospital At Renaissance 5502 S. McColl	English	Certified Technician

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Edinburg, TX 78539
6884157

Bridget	West	Parkland Health & Hospital System 5201 Harry Hines Blvd. Dallas, TX 75235 214-590-2389 bridget.west@phhs.org	English	Certified Technician
Julia	West	College Station ISD Early Head Start 1812 Welsh College Station, TX 77845 979-694-5847 jwest@csisd.org	English	Certified Technician
Erik	White	Flower Mound Police Department 4150-A Kirkpatrick Flower Mound, TX 75028 972-539-0525 erik.white@flower-mound.com	English	Certified Technician
Jacquelyn	White	Cooperative Extension Program @ Prairie View A & M Mail Stop 2001 P.O. Box 519 Prairie View, TX 77446 936-261-5132 jmwhite@tamu.edu	English	Certified Technician
Justin	Whitmire	Haltom City Police Department 5110 Broadway Ave Haltom City, TX 76117 817-222-7049 jwhitmire@haltomcitytx.com	English	Certified Instructor
Leah	Wholley	South Texas Health System 301 West Expressway 83 McAllen, TX 78503 956-632-4929 leah.wholley@uhsrgv.com	Spanish English	Certified Technician
LANA	WIED	COLUMBUS COMMUNITY HOSPITAL 110 SHULT DRIVE COLUMBUS, TX 78934 979-732-2371 lwied@columbusch.com	English	Certified Technician
Catie	Wiedenhofer	San Angelo SAFE KIDS Coalition	English	Certified

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

		3501 Knickerbocker Road San Angelo, TX 76904 325-947-6130 catie.wiedenhofer@sacmc.com		Instructor
D'Kandis	Wilborn	Texas Children's Hospital 1919 S Braeswood Blvd 2228 Houston, TX 77030 832-824-3489 dmwilbor@texaschildrens.org	English	Certified Technician
Jeffery	Wilhelm	Waco Fire Department 1016 Columbus Ave. Waco, TX 76701 254-750-1748 jwilhelm@ci.waco.tx.us		Certified Technician
Jimmy	Wille	Jimmy's Pilot Service / Jimmy's Notary 1029 North Saginaw Blvd Suite F10, #103 Saginaw, TX 76179 817-755-0607 jimmy@pilotservice.us	English	Certified Instructor
Debra	Williams	DSHS - Health Service Region 7 2408 S 37th Street Temple, TX 76504 254-771-6793 debi.williams@dshs.state.tx.us	English	Certified Technician
Flora	Williams	Texas A&M AgriLife Extension Service 2619 Highway 21 West Bryan, TX 77803 979-823-0129 fewilliams@ag.tamu.edu	English	Certified Technician
Janet	Williams	Texas Department of Transportation PO Box 1137 Gruver, TX 79040 806-733-2334 janet.williams@txdot.gov	English	Certified Technician
LUCILLE	WILLIAMS	CHILDRENS MEDICAL CENTER 1935 MEDICAL DISTRICT DRIVE CONTINUITY CLINIC (BL230) DALLAS, TX 75235 214-456-5823 LUCILLE.WILLIAMS@childrens.com	English	Certified Technician

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Stewart	Williams	Dell Children's Medical Center of Central Texas 4900 Mueller Blvd Austin, TX 78723 512-324-0189 Srwilliams1@seton.org	English	Certified Technician
Sandi	Williamson	Texas Department of State Health Services 1400 College St. 167 Sulphur Springs, TX 75482 903-885-6573 sandi.williamson@dshs.state.tx.us	English	Certified Technician
Coatlen	Wilson	7803 Eastbrook Farm San Antonio, TX 78239 703-895-3409 coatlenw538@gmail.com	English	Certified Technician
Connie	Wilson	New Parent Support Program 7803 Eastbrook Farm San Antonio, TX 78239 210-954-6561 baileyowens69@gmail.com	English	Certified Technician
D.L.	Wilson	Texas Department of Public Safety 1617 E. Crest Waco, TX 76705 254-759-7148 dl.wilson@dps.texas.gov		Certified Technician
Wess	Winn	Waxahachie PD 216 N. College St Waxahachie, TX 75165 972-937-9940 wwinn@waxahachiepd.org	English	Certified Technician
Kerri	Winter	Frisco, TX 75034 214-668-7318 Kerri.winter@childrens.com	English	Certified Technician
Kari	Withers	Department of State Health Services 1403 F Black Jack Street Suite F Lockhart, TX 78644 512-376-1076 Kari.Withers@dshs.state.tx.us	English	Certified Technician
KENNETH	WITT	Texas Department of Public Safety	English	Certified

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		1302 Mac Davis Lane Lubbock, TX 79401 806-472-2813 kenneth.witt@dps.texas.gov		Technician
Robert	Wolfe IV	Deer Park Fire Dept. 2211 E. "X" St. Deer Park, TX 77536 281-478-7281 rwolfe@deerparktx.org	English	Certified Technician
Morgan	Wolter	Seguin Fire Department 655 Tom Kemp Drive New Braunfels, TX 78130 wolters@rocketmail.com	English	Certified Technician
Katie	Womack	Texas Transportation Institute 3135 TAMU Texas A & M University System College Station, TX 778433135 979-845-5153 kwomack@tamu.edu	English	Certified Technician
Kristen	Wood	Cook Childrens Medical Center 449 Arroyo Drive Fort Worth, TX 76108 817-229-5583 kristen.wood@cookchildrens.org	English	Certified Technician
Sheila	Woodward-Morgan	2405 Club Terrace Drive Dallas, TX 75237 214-697-5788 she_woo@msn.com	English	Certified Technician
Robin	Worley	Engineering Consultant 1413 N. Trail Drive Carrollton, TX 75006 214-797-6193 robin.worley1@verizon.net	English	Certified Technician
Lynna	Wright	Texas AgriLife Extension Service - Waller County 846 6th Street Hempstead, TX 77445 979-826-7651 lwright@ag.tamu.edu	English Undeclared	Certified Technician
Merissa	Yellman	Injury Prevention Center of Greater Dallas	Spanish	Certified

		TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016 6300 Harry Hines Blvd, Suite 240 Dallas, TX 75235 214-590-4460 merissa.yellman@phhs.org	English	Technician
Mona Lisa	Zertuche	Texas Department of Transportation 3500 NW Loop 410 San Antonio, TX 78229 210-731-5218 monalisa.zertuche@txdot.gov	English	Certified Technician

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Attachment 1.3: National CPS Certification – Instructors

Texas Certified Child Safety Seat Instructors

The following summarizes the number of certified instructors in the state of Texas. The complete list begins on next page.

- 86 Certified Instructors

NATIONAL CHILD PASSENGER SAFETY CERTIFICATION

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CPS Technician Search: Find a CPS Technician

Special needs training is provided by the Automotive Safety Program at Riley Hospital for Children in Indianapolis. Safe Kids Worldwide does not certify these individuals. ** For more information, go to www.preventinjury.org. **

Map is displayed if both city and state are part of the search criteria. To view the map, please scroll down past results list.

Search Results (86)

Name		Location/Contact	Languages	Certification Type	Extra Training
Jesus	Alderete	Childrens Medical Center 1935 Medical District Dr. Trauma Services Dallas, TX 75235 214-456-7000 jesus.alderete@childrens.com	Spanish English	Certified Instructor	Special Needs Certification Application
John	Ansiaux	Texas Children's Hospital 1919 S. Braeswood Houston, TX 77030 832-822-2277 jaansiau@texaschildrens.org	English	Certified Instructor	Special Needs
Gerard	Argao	Fort Bend County Sheriff's Office 1410 Williams Way Richmond, TX 77469 281-238-1536	English	Certified Instructor	

argaoger@co.fort-bend.tx.us

Doug	Ballew	Austin/Travis Co. Health & Human Services Dept. P.O. Box 1088-ATC HHSD-Doug B Austin, TX 787671085 512-972-5120 doug.ballew@austintexas.gov	English Undeclared	Certified Instructor	
Karen	Beard	Karen Beard 4224 Ocean Dr #262 Corpus Christi, TX 78411 361-779-5817 kbeard0206@gmail.com	English	Certified Instructor	Cert Appl
Kristen	Beckworth	Texas Children's Hospital 1919 S Braeswood Suite 2228 Houston, TX 77030 832-824-3485 kbeckwo@texaschildrens.org	English	Certified Instructor	Spec Need
Bryan	Bell	Lakeway Police Department 104 Cross Creek Lakeway, TX 78734 512-314-7590 bryanbell@lakeway-tx.gov	English	Certified Instructor	Spec Need Cert Appl
Heidi	Berard	. Gatesville, TX 76528 254-226-4727 harperberard@yahoo.com	English	Certified Instructor	Cert Appl
Rachel	Bettinger-Cooney	Hillcrest Baptist Medical Center 3000 Herring Avenue 1G Waco, TX 76708 254-202-6537 rbettingercooney@sw.org	English	Certified Instructor	Spec Need Cert Appl
Susan	Burchfield	Scott & White Hospital 2401 S. 31st Street S & W Trauma Administration Temple, TX 76508 254-724-8202 sburchfield@sw.org	English	Certified Instructor	Spec Need Cert Appl
Randy	Chhabra	Austin/Travis County EMS 117 Turvey cv	French English	Certified Instructor	Cert Appl

		Hutto, TX 78634 512-826-1023 randy.chhabra@austintexas.gov			
Isabel	Colunga	Injury Prevention Center of Greater Dallas 6300 Harry Hines Blvd. Suite 240 Dallas, TX 75235 214-590-4455	Spanish English	Certified Instructor	Spe Nee Cert Appi
Dale	Cowan	5001 Colorado Drive Killeen, TX 76542 254-258-2744 dcowan2@hotmail.com	English	Certified Instructor	Cert Appi
Kevin	Crouch	Friendswood Police Department 1600 Whitaker Rd. Friendswood, TX 77546 281-996-3316	English	Certified Instructor	Cert Appi
Laura	Davila	University Medical Center of El Paso Trauma Department 4815 Alameda Ave. El Paso, TX 79905 915-521-7556 ldavila@umcelpaso.org	Spanish English	Certified Instructor	Cert Appi
Lisa	Delgado	Texas Children's Hospital-Injury Prevention 1919 S. Braeswood Suite 2228 Houston, TX 77030 832-824-3481 lmdelegad@texaschildrens.org	English	Certified Instructor	Spe Nee Cert Appi
Susan	Douglass	3539 huntwick drive San Antonio, TX 78230 210-341-0184 susan.douglass@uhs-sa.com	English	Certified Instructor	Spe Nee Cert Appi
Yvonne	Duran	16523 Churchill Cove Selma, TX 78154 210-885-2487 yvoneduran1@gmail.com	Spanish English	Certified Instructor	Cert Appi
Michael	Earney	Kerr County Sheriff's Office 400 Clearwater Paseo Kerrville, TX 78028 830-739-6640 mrearney@co.kerr.tx.us	English	Certified Instructor	Spe Nee Cert Appi

Sheila	Enloe	Harris County Sheriff's Department 7614 fallbrook houston, TX 77086 281-537-9492 sheila.enloe@sheriff.hctx.net	English Undeclared	Certified Instructor	
Sharon	Evans	Cook Children's Medical Center Trauma Services 801 Seventh Avenue Ft. Worth, TX 76104-2796 682-885-3956 sharon.evans@cookchildrens.org	English	Certified Instructor	Spe Nee Cert Appi
Janine	Fetter	Northwest Austin / Cedar Park Austin, TX 949-637-5598 J9BYER@AOL.COM	English	Certified Instructor	
Katie	Foarde	Brackenridge Hospital- Trauma Services 601 E 15th St Austin, TX 78701 512-324-8351 kfoarde@seton.org	Spanish English	Certified Instructor	
Colleen	Foleen	Army Community Service Family Advocacy 2494 Ricker Road Fort Bliss, TX 79916 915-568-9129 colleen.g.foleen.ctr@mail.mil	English	Certified Instructor	Cert Appi
Penny	Fry	Fry Consulting 13743 Laramie Trail Montgomery, TX 77316 936-524-0764 penny.fry@gmail.com	English	Certified Instructor	Cert Appi
RAQUEL	GARZA	City of Pearland EMS 2703 Veterans Dr. Pearland, TX 77584 281-997-5840 rgarza@pearlandtx.gov	English	Certified Instructor	
Angelica	Gonzalez	E C Driving, LLC 823 Nolte Dr. Dallas, TX 75208 214-723-3547 angelica@ecdriiving.com	Spanish English	Certified Instructor	

Milton	Hall	PO Box 663/767 County Rd 104 Caldwell, TX 77836 000-000-0000 forgheman54@verizon.net	English Undeclared	Certified Instructor	Spe Nee
Lonny	Haschel	Texas Highway Patrol 624 NE Lp 820 Hurst, TX 76053 214-861-2351 lonny.haschel@dps.texas.gov	English	Certified Instructor	Spe Nee Cert App
Stephanie	Hebert	Dell Children's Medical Center of Central Texas 4900 Mueller Blvd. Austin, TX 78723 512-324-0000 hebertsd@earthlink.net	English	Certified Instructor	Cert App
Keely	Helton	, TX	English	Certified Instructor	
Maria	Hernandez	, TX 9152530625	English Undeclared	Certified Instructor	Spe Nee Cert App
Justin	Hill	McAllen Fire Department 201 N. 21st McAllen, TX 78501 956-789-7499 justinhill7714@yahoo.com	English	Certified Instructor	
Myrna	Hill	Texas A&M AgriLife Extension Service 578 John Kimbrough Blvd. Room 130 College Station, TX 77843 210-452-1496 mrhill@ag.tamu.edu	English	Certified Instructor	
Mari	Hodges	Baby's & Kids 1st Furniture 5575 Richmond Ave. Houston, TX 77056 832-245-4506 mari@mari-hodges.com	English	Certified Instructor	Spe Nee Cert App
Johnny	Humphreys	, TX 800-252-8255	English Undeclared	Certified Instructor	Spe Nee Cert

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

					Appi
Medora	Jackson	Car Seats, Home Safety and More, LLC 10810 Copperwood Drive Frisco, TX 75035 972-987-5704 medorajackson@gmail.com	English	Certified Instructor	Spe Nee Cert Appi
Bev	Kellner	Texas AgriLife Extension Service 578 John Kimbrough Blvd. Room 131 College Station, TX 77843 979-862-1782 bkellner@ag.tamu.edu	English	Certified Instructor	Spe Nee Cert Appi
Donna	Loesel	Texas Health Reasources Arlington, TX 817-271-0772 loesel@att.net	English	Certified Instructor	Cert Appi
Frank	Luera	Texas Department of State Health Services 1100 West 49th Street Austin, TX 78756 800-252-8255 frank.luera@dshs.state.tx.us	English	Certified Instructor	Spe Nee Cert Appi
Kiki (Isabel)	Luna	Val Verde Safe Kids 801 Bedell Avenue Del Rio, TX 78840 830-778-3632 kiki.luna@vvrmc.org	Spanish English	Certified Instructor	Cert Appi
Martha	Maldonado	Dallas Healthy Start 4917 Harry Hines Dallas, TX 75235 214-590-1792 martha.maldonado@phhs.org	Spanish English	Certified Instructor	Spe Nee Cert Appi
Jennifer	Martin	Texas Health Presbyterian Plano 6200 W. Parker Road Plano, TX 75093 1888-847-9355 CASI@texashealth.org	English	Certified Instructor	Cert Appi
Vanessa	Martinez	Department of State Health Services: Safe Riders G407 Safe Riders, Health Promotion Unit MC 1923 P.O. Box 149347	Spanish English	Certified Instructor	

		Austin, TX 78714 512-776-2821 vanessa.martinez@dshs.state.tx.us			
Monica	Mayeaux	3215 Mossy Bend Lane Pearland, TX 77581 713-446-2168 monica435@gmail.com	English	Certified Instructor	
Jeffery	McGowen	4622 Tiger Trace Lane Houston, TX 77066 713-881-3041 Jeffery.Mcgowen@sheriff.hctx.net	English	Certified Instructor	Spe Nee Cert Appi
Jennifer	McMeens	Texas Health Harris Methodist Stephenvill 411 N. Belknap Stephenville, TX 76401 254-965-1262 jennifermcmeens@texashealth.org	English	Certified Instructor	
Ronald	Morton	Panola College 820 W. Panola Carthage, TX 75633 903-693-1153 rmorton@panola.edu	English	Certified Instructor	
Monica	O'Kane	Texas Department of Transportation 13301 Gateway Blvd West El Paso, TX 79928 915-790-4382 Monica.OKane@txdot.gov	Spanish English	Certified Instructor	
Danelle	Parker	Texas Health Presbyterian Hospital Plano 6200 West Parker Rd. MOBII suite g24 Plano, TX 75093 972-981-3934 danelleparker@texashealth.org	English Undeclared	Certified Instructor	Cert Appi
Seema	Patel	Texas Children's Hospital 1919 S. Braeswood Suite 5214 Houston, TX 77030 832-824-2646 sppatel@texaschildrens.org		Certified Instructor	
Kim	Patrick	National Injury Prevention Council 3610 Hillbrook Austin, TX 78731	English	Certified Instructor	Cert Appi

		951-897-4545 kimberley@nationalinjurypreventioncouncil.org			
Thomas	Pechal	Temple Fire & Rescue 210 North 3rd Street Temple, TX 76501 254-298-5682 tpechal@templetx.gov	English	Certified Instructor	Spe Nee
Jamie	Pelletier	Children's Medical Center 1935 Medical District Drive Dallas, TX 75235 214-456-3270 jamie.pelletier@childrens.com	English	Certified Instructor	Spe Nee
Karen	Peoples	Texas Department of Transportation 135 Slaton Road Lubbock, TX 79404 806-748-4478 karen.peoples@txdot.gov	English	Certified Instructor	Cert App
Lindsay	Pollok	Dell Children's Medical Center of Central Texas 4900 Mueller Blvd. Austin, TX 78723 512-324-0000x86829 ljpollok@seton.org	English	Certified Instructor	Spe Nee Cert App
Katie	Rabbe	3565 Vancouver Dr. Dallas, TX 75229 254-715-6719 KSRabbe@Gmail.com		Certified Instructor	
April	Ramos	DSHS Safe Riders 1100 W. 49th Street G407 Austin, TX 78756 512-776-6513 april.ramos@dshs.state.tx.us	English	Certified Instructor	Spe Nee Cert App
Anna	Red	University Medical Center of El Paso 4815 Alameda Trauma Department El Paso, TX 79905 915-521-7556 ared@umcelpaso.org	Spanish English	Certified Instructor	Spe Nee Cert App
Keith	Reed	Hillcrest Baptist Medical Center		Certified	

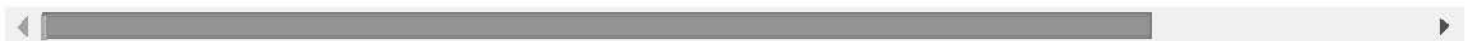
		2201 MacArthur Drive Suite 2200 Waco, TX 76708 254-202-6538 kreed@hillcrest.net		Instructor	
Brian	Robertson	Children's Medical Center Dallas 1935 Medical District Dr. Dallas, TX 75235 214-456-7893 brian.robertson@childrens.com	English	Certified Instructor	
Irene	Rodriguez	Texas A&M Transportation Institute 505 E Huntland Drive, Suite 455 Center for Transportation Safety Austin, TX 78752 512-407-1152 i-rodriguez@ttimail.tamu.edu	Spanish English	Certified Instructor	Cert Appr
Marissa	Rodriguez	Children's Medical Center 2350 N. Stemmons Dallas, TX 75207 214-456-7976 marissa.rodriguez@childrens.com	Spanish English	Certified Instructor	Spee Nee Cert Appr
Elaine	Sager	St. Mark's Medical Center One St. Mark's Place La Grange, TX 78945 979-242-2197 e.sager@smmctx.org	English	Certified Instructor	Cert Appr
Gloria	Salazar	University Medical Center of El Paso Trauma Department 4815 Alameda Ave. El Paso, TX 79905 915-521-7984 gsalazar@thomasoncares.org	English	Certified Instructor	Cert Appr
Jeremiah	Salmon	Cook Children's Health Care System 801 Seventh Ave Fort Worth, TX 76104 682-885-5909 jeremiah.salmon@cookchildrens.org		Certified Instructor	
Magdalena	Santillan	Cook Children's Medical Center 801 7th Ave Fort worth, TX 76104 682-885-7242	Spanish English	Certified Instructor	

		magdalena.santillan@cookchildrens.org			
Karen	Slay	Karen Slay 2629 75th Street Lubbock, TX 79423 806-745-5428 kidsarentcargo@gmail.com	English	Certified Instructor	Cert Appl
Greg	Spivey	Irving Police Department 305 N Oconnor Irving, TX 75061 972-721-2747 gspivey@cityofirving.org	English	Certified Instructor	
Carlene	St.John	Centennial Medical Center 12505 Lebanon Road Frisco, TX 75035 972-963-3054 carlene.stjohn@tenethealth.com	English	Certified Instructor	Spee Need
Leslie	Stark	Texans In Motion @ Scott & White Healthcare 10526 West Parmer Ln. Building 4 Austin, TX 78717 512-310-4752 lstark@sw.org	English	Certified Instructor	Spee Need
Shelli	Stephens-Stidham	Injury Prevention Center of Greater Dallas 6300 Harry Hines Blvd., Suite 240 Dallas, TX 75235 214-590-4461 shelli.stephens-stidham@phhs.org	English	Certified Instructor	Cert Appl
Mark	Tackett	Texas Department of Public Safety 1413 Texoma Parkway Sherman, TX 75090 Mark.Tackett@txdps.state.tx.us	English	Certified Instructor	
Tracy	Tellman	Texas Dept. of Transportation 5715 Canyon Drive Amarillo, TX 79110 806-356-3295 tracy.tellman@txdot.gov	English	Certified Instructor	Cert Appl
Gina	Torres	Hillcrest Health Center 2201 MacArthur Suite 2200 Waco, TX 76708		Certified Instructor	Cert Appl

		254-202-6536 vgtorres@sw.org			
Sherrianne	Truex-Cabrera	Round Rock, TX 78664 5127098476 scabrera2011@att.net	Spanish English	Certified Instructor	Spe Nee Cert App
Jessica	Twardeski	Department of State Health Services 2507 Lake Rd Suite F` Huntsville, TX 77340 936-294-2170 jessica.twardeski@dshs.state.tx.us	English	Certified Instructor	Spe Nee
Javier	Valdez	Texas Children's Hospital 2450 Holcombe, Ste. 34L NB-8365 Houston, TX 77021-1011 832-828-1315 valdez8112@sbcglobal.net	Spanish English	Certified Instructor	Spe Nee
Carissa	Vargas-Flournoy	Lavon Police Department 501B Lincoln Ave Lavon, TX 75166 972-800-2148 cvargas@cityoflavon.org	English	Certified Instructor	
Sergio	Vega	University Health System/SAFE KIDS San Antonio 137 W Mayfield San Antonio, TX 78221 210-358-4282 sergio.vega@uhs-sa.com	Spanish	Certified Instructor	Cert App
Lynda	Walker	Texas Municipal Police Association 6200 La Calma Drive, Suite 200 Austin, TX 78752 512-454-8900 lynda.walker@tmpa.org	English	Certified Instructor	
Dana	Walraven	Cook Children's Medical Center 801 Seventh Ave Fort Worth, TX 76104 817-885-5909 d-walraven@cookchildrens.org	English	Certified Instructor	Spe Nee Cert App
Beth	Warren	Texas Department of Public Safety	English	Certified	Spe

		5805 N Lamar - Bldg C Public Education Unit Austin, TX 78752 512-424-5639 Beth.Warren@dps.texas.gov		Instructor	Need Cert Appr
Justin	Whitmire	Haltom City Police Department 5110 Broadway Ave Haltom City, TX 76117 817-222-7049 jwhitmire@haltomcitytx.com	English	Certified Instructor	
Catie	Wiedenhofer	San Angelo SAFE KIDS Coalition 3501 Knickerbocker Road San Angelo, TX 76904 325-947-6130 catie.wiedenhofer@sacmc.com	English	Certified Instructor	Spec Need Cert Appr
Jimmy	Wille	Jimmy's Pilot Service / Jimmy's Notary 1029 North Saginaw Blvd Suite F10, #103 Saginaw, TX 76179 817-755-0607 jimmy@pilotservice.us	English	Certified Instructor	Cert Appr

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Attachment 1.4: Child Car Seat Inspection Stations

The following summarizes the number of car seat inspection stations in the state of Texas. The complete list begins on next page.

- 230 Child Car Seat Inspection Stations

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Child Car Seat Inspection Station Locator

THE RIGHT SEAT. THE RIGHT SIZE. THE RIGHT USE.

Inspection Stations found TX.
Jump to city starting with: ABCDEFGHIJKLMNOPQRSTUVWXYZ
<p>TXDOT - Abilene 4250 N Clack St Abilene, TX 79601</p> <p>By Appointment</p> <p>3256766811 Contact: Kristi Barron</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Serving Taylor, Jones, Callahan, Scurry, Fisher, Nolan, Borden, Howard, Kent, Mitchell, Haskell, Shackelford and Stonewall Counties</p> </div>
<p>TXDOT - Abilene 4250 N Clack St</p>

Abilene, TX 79601

By Appointment

325-676-6808

Contact: Jill Collett

Serving Taylor, Jones, Callahan, Scurry, Fisher, Nolan, Borden, Howard, Kent, Mitchell, Haskell, Shackelford, Stonewall

Child Passenger Safety Week Event

TXDOT -Abilene District

2601 S 7th St

Abilene, TX 79605

18 Sep, 2014

Location - Safe City Abilene

325 676-6808

Contact: Jill Collett

CPS Week Event September 14-20, 2014 Seat Check Saturday September 20, 2014

Christus Spohn Hospital Alice

2500 East Main

Alice, TX 78332

9AM till 12 Noon

361-661-8972

Contact: RN Veronica Garcia

Appointment required

Texas Health Presbyterian Hospital Allen

1105 Central Expy N

Allen, TX 75013

2nd Saturday each month 9.00-12.30pm

1-877-847-9355

1-877-THR-Well

Contact to make an appointment MOB2 Parking Lot

Alpine DSHS

205 N Cockrell St

Alpine, TX 79830

BY APPOINTMENT ONLY, please call to schedule appointment.

(432)837-3877

A date & time to have your child's car seat checked for proper installation will be provided.

Northwest Texas Healthcare System

1501 S. Coulter
Amarillo, TX 79106
Potter, Carson, Randal

Monday-Friday, By Appointment

806-351-4227
Contact: Julie Poindexter

Spanish Speaking

TxDOT
5715 Canyon Dr
Amarillo, TX 79110

M-Th 8AM to 5 PM, by appointment only

806-356-3295

Counties served Armstrong, Carson, Dallam, Deaf Smith, Gray, Hansford, Hartley, Hemphill, Hutchinson, Lipscomb, Moore, Ochiltree, Oldham, Potter, Randall, Roberts, Sherman

TXDOT - Amarillo
5715 Canyon Dr
Amarillo, TX 79110

M-Th 8AM to 5PM, by appointment only

8063563295
Contact: Tracy Tellman

Serving Armstrong, Carson, Dallam, Deaf Smith, Gray, Hansford, Hartley, Hemphill, Hutchinson, Lipscomb, Moore, Ochiltree, Oldham, Potter, Randall, Roberts and Sherman Counties

TxDOT
FM 563, .1 mi N. of SH 61
Anahuac, TX 77514

Tues-Fri., by apt only

409-267-3611

Counties served Chambers

TXDOT - Beaumont District
FM 563, .1 mi N. of SH 61
Anahuac, TX 77514

Mon-Fri, by appointment only

4092673611
Contact: Gidgit Morgan

Counties served Jefferson, Hardin and Orange.

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Texas AgriLife Extension Service-Brazoria County

21017 County Road 171
 Angleton, TX 77515
 "Serving Brazoria County"

Please call to schedule an appointment! Located in Precinct 2 Building

979-864-1558 ext 115
 Contact: Courtney Latour

By appointment only!

Texas Health Arlington Memorial Hospital
 800 W Randol Mill Rd
 Arlington, TX 76012

Contact to make an appointment

1-877-847-9355
 1-877-THR-Well

NW employee parking lot

Child Passenger Safety Week Event

TXDOT - Atlanta
 701 E Main St
 Atlanta, TX 75551

*CPS Week participant 09/15/14 1pm-5pm appointment required*M-F 8 AM to 5 PM, by appointmentSpanish Speaking

903-799-1221
 Contact: Irene Webster

Counties served Bowie, Titus, Harrison, Marion, Upshur, Cass, Camp, Morris, Panola

Austin Safekids led by Dell Children's Medical Center
 4900 Mueller
 Austin, TX 78723
 Travis, Williamson, Hays

Hours: please call to schedule an appointment. Bilingual CPS Technicians Available

512-324-TOTS (8687)
 Contact: Tareka Wheeler

TXDOT - Austin
 8902 FM-969 East
 Austin, TX 78724

TBDCall to schedule an appointment

512-929-7221
 Contact: Ken Barrett

Travis County

Texans In Motion at Scott & White Healthcare
 12129 Ranch Road 620 North; Ste 600E
 Austin, TX 78750
 Travis, Williamson, Bastrop, Blanco, Burnet, Caldwell, Gillespie, Hays,
 Lee, Llano, Mason

Please call to schedule an appointment

512-336-3423
 Contact: Bilingual CPS Educator/Instructor Leslie Stark

Bilingual CPS Techs available

Austin/Travis County Health & Human Services
 7000 Blessing

Austin, TX 78752
 Travis,

3rd Friday, By Appointment

512-972-5159

Contact: Doug Ballew

Department of State Health Services Safe Riders
 Varied locations in Austin
 Austin, TX 78756
 Travis, Williamson, Hays

Safe Riders 3rd Wednesday of each Month, By Appointment

800-252-8255
 Contact: Johnny Humphreys

Spanish Speaking

Baytown P.D.
 1308 Apache Trail
 Baytown, TX 77521
 Harris, Fort Bend, Brazoria, Chambers, Montgomery, Liberty

Monday-Friday, Monday-Friday

281-420-5376
 Contact: Lary Aldridge

TXDOT - Beaumont
 8350 Eastex Freeway
 Beaumont, TX 77708

Mon-Fri., by appointment only

409-898-5719

Counties served Jefferson, Hardin, Orange

TXDOT - Corpus Christi District
662 U.S. 181 North
Beeville, TX 78102

By appointment...Spanish instruction provided

361-203-0244
Contact: Jose Hernandez

Counties-Bee, Goliad, Live Oak, Refugio

TXDOT - Waco District
410 W Loop 121
Belton, TX 76513

Tuesday-Thursday, by appointment

254-939-3778
Contact: Lisa Haussner

Serving Bell County.

TXDOT-Brownwood
W Main St
Brady, TX 76825

by appointment

325-597-5412

McCullochcounty

Department of State Health Services
1004 S Bridge St
Brady, TX 76825
McCulloch, Concho, Mason, Menard

325.597.0550
Contact: Gina Dicus

appointment required

TXDOT - Brownwood District
US377 North
Brady, TX 76825

By appointment

325-597-5412
Contact: Dusty Huie

McCulloch County

Department of State Health Services
2345 E Price Rd

Brownsville, TX 78521

By appointment only

956-421-5582

Cameron county

TxDOT - Brownwood District
2493 US 183N
Brownwood, TX 76801

by appointment

325-643-0406
Contact: Sarah Dunlap

Brown County

TxDOT - Brownwood District
2493 US 183N
Brownwood, TX 76801

by appointment

325-643-0403
Contact: Jeanni Luckey

Counties Served Brown, Coleman, Eastland, Comanche, Stephens, McCulloch,

Texas A&M AgriLife Extension
2619 HWY 21 W
Brazos County
Bryan, TX 77803

Call to schedule an appointment

979-823-0129

Texas A&M AgriLife Extension
2619 HWY 21 W
Brazos County
Bryan, TX 77803

Call to schedule an appointment

979-823-0129

TXDOT - Bryan
2591 North Earl Rudder Fwy
Bryan, TX 77803

Odd Friday's each month 1-4 PM

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

9797789777

Contact: Terri Miller

Counties- Leon, Brazos, Robertson, Grimes, Freestone, Walker, Washington, Burleson, Madison, Milam

TXDOT - Bryan
2591 N Earl Rudder Fwy
Bryan, TX 77803

Odd Friday's each month 1-4 PM

9797789776

Contact: Robyn Neveu

Counties-Leon, Brazos, Robertson, Grimes, Freestone, Walker, Washington, Burleson, Madison, Milam

Texas Dept. of State Health Services/Region 1 - Community Health Services
300 Victory Drive
Canyon, TX 79016

Please call for an appointment

806-477-1138

Contact: Jolie Person

TXDOT - Childress
7599 US Hwy 287
Childress, TX 79201

every Thursday from 1-3PM

940-937-7179

Contact: Brandon Freeze

Counties-Childress, Hardeman, Foard, Briscoe, Collingsworth, Cottle, Dickens, Donley, Hall, King, Knox, Motley, Wheeler

DSHS
308 N Cedar St
Clarksville, TX 75426

Monday-Thursday 0900-1600

903-428-3909

Appointment required

Texas A&M Police Department
1111 Research Parkway
College Station, TX 77843
Brazos

By Appointment Only

979-845-5281

Passenger Safety, Texas AgriLife Extension Service
 578 John Kimbrough Blvd RM 131
 Family Development and Resource Management
 College Station, TX 77843
 Brazos

Hours: Monday-Friday, By Appointment Only

979- 862-4658
 979-862-1782
 Contact: Lilly Fuentes & Bobbi Brooks, Myrna Hill or Bev Kellner

Spanish speaker available

TxDOT - Brownwood District
 1502 N Austin St
 Comanche, TX 76442

by appointment

325-356-7507
 Contact: Verna Bearden

County Comanche

TXDOT -Brownwood District
 1502 N Austin St
 Comanche, TX 76442

by appointment

325-356-7507
 Contact: Calvin Milburn

Comanche County

Montgomery County Coalition
 3201 N Loop 336 W
 Conroe, TX 77304

Seats held several times a month, by appointment

936.539.9530
 936.524.0764

TXDOT - Paris District
 131 FM 64 West
 Cooper, TX 75432

Monday - Friday 8:00AM to 5:00PM

903-395-2139
 Contact: Daniel Escobedo

Serving Delta County.

Driscoll Children
3533 S Alameda St
Corpus Christi, TX 78411
Nueces, Kleberg

Monday-Friday, By Appointment

(361) 694-6700
361-851-6880
Contact: RN, BS Felicia Powell

Spanish Speaking

TXDOT - Corpus Christi
1701 S. Padre Island Dr
Corpus Christi, TX 78416

By appointment...Spanish instructions provided.

361-808-2506
Contact: Mary Hernandez

Serving Nueces, Kleberg, Jim Wells, Live Oak, Refugio, Goliad, Bee, Karnes,
Aransas and San Patricio Counties.

Texas AgriLife Extension Service Navarro County Fitting Station
300 W 3rd Ave
Corsicana, TX 75110
Navarro

By Appointment Only

903-654-3075
Contact: Paula Butler

TXDOT - Dallas District
100 SW County Road 100
Corsicana, TX 75110

2nd Tuesday and Wednesday 9AM-11AM

903-874-4351
Contact: Vicki Farmer

Navarro County

TXDOT - Odessa District
996 US Hwy 385 North
Crane, TX 79731

By appointment 10:00AM to 3:00PM daily.

432-558-2711
Contact: Debbie Crane

Serving Andres, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell,
Upton, Ward & Winkler Counties.

TXDOT - Lufkin District
 1123 TX-304 Loop
 Crockett, TX 75835

Call for appointment.

9365442264
 Contact: Jacky Hill

Serving Houston and Trinity Counties.

TXDOT - Lufkin District
 1123 TX-304 Loop
 Crockett, TX 75835

Call for appointment.

936-544-2264
 Contact: Darrell Nealy

Serving Houton and Trinity Counties.

TXDOT - Amarillo
 12190 US HWY 87
 Dalhart, TX 79022

M-TH 8AM to 5PM. by appointment only

8062492071
 Contact: Nadine Pope

Serving Dallamand Hartley counties

Safety Seat Experts
 4505 Normandy Ave
 Unit #2
 Dallas, TX 75205

Hours: Monday-Saturday, By Appointment only

(214)-770-7466

**** This is a fee based service ****

University Park Fire Department
 3800 University Blvd
 Dallas, TX 75205
 Only University Park Residents

Citizens of Service Provided to Citizens of University Park Only - Please call for an appointment, if no answer leave name & phone number

(214)-987-5380
 Contact: Phylliss Mahan

If no answer, leave name & phone #. Calls returned within 24 hours

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Dallas Police Department - Traffic Section
334 S. Hall
Dallas, TX 75226

by appointment only

214-670-5012
Contact: Officer Smite

call for appointment

Texas Health Presbyterian Hospital Dallas
8200 Walnut Hill Ln
Dallas, TX 75231

By Appointment Only

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

Children Trauma Services
1935 Motor St.
Dallas, TX 75235
Dallas, Collins

Mondays, By Appointment

214-456-2059

By Appointment Only-please call to schedule-Spanish Speaking

Injury Prevention Center of Dallas
6300 Harry Hines Blvd.
Suite 240
Dallas, TX 75235
Dallas, Collins

Monday-Friday, Call for appointment not done at this location

214.590.4455
Contact: David Beveridge Isabel Colunga

Spanish Speaking

Texas Childrens Car Seat Hotline
1302 Center St
Deer Park Volunteer Fire Department
Deer Park, TX 77536

Spanish Speaking Technicians available upon request

832-828-1314

Texas Health Presbyterian Hospital Denton
3000 N I-35
Denton, TX 76201

1st Saturday 10-1.30pm

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

TXDOT - Dallas District
2624 W Prairie St
Denton, TX 76201

2nd and 3rd Tuesday 9AM-2PM

940-387-1414
Contact: Kathleen Harlan

Denton County

Denton Police Department
601 E Hickory St.
Suite # E
Denton, TX 76205
Denton, Wise

Wednesday-Thursday-Friday, By Appointment

940-349-8181
Contact: Wanda Bodle

Denton County Health Department
535 TX-288 N Loop
Suite 288
Denton, TX 76205

by Appointment

972-434-4715
940-349-2900
Contact: Julie Wright

Spanish and English

TXDOT - Amarillo
1249 N Maddox Ave
Dumas, TX 79029

M-Th 8AM to 5 PM, by appointment only

806-935-4501

Counties Served Moore & Sherman

TXDOT - Brownwood District
906 E Main St
Eastland, TX 76448

by appointment

254-629-3845

Contact: Caleb Ashley

EastlandCounty

TXDOT - Brownwood District

906 E Main St

Eastland, TX 76448

by appointment

254-629-3845

Contact: Randy Boles

EastlandCounty

TXDOT - Brownwood District

906 E Main St

Eastland, TX 76448

By appointment

254-629-3845

Contact: Jason Maynard

Eastland

South Texas Health System

1400 W Trenton Rd

Edinburg, TX 78539

8AM-5PMBY APPOINTMEWNT

956-632-4484

Contact: Judy Castillo

SPANISH SPEAKING

Department State Health Services-FCHS

401 E Franklin Ave

El Paso, TX 79901

Thursday Appointments OnlyPlease Call to Schedule your appointment on

Thursday

915-834-7760

Counties Served:El PasoMulti-lingual language available: Spanish

El Paso Police Department-Safe Communities

911 N. Raynor

El Paso, TX 79903

El Paso

Monday-Friday, By Appointment

915-564-7352
Contact: Margaret Petrozza-Meraz

TXDOT - El Paso District
13301 Gateway Blvd W
El Paso, TX 79928

Every 2nd & 3rd Tuesday from 1-3PM. Spanish instruction available.

916-790-4270
Contact: Margarita Montes

Serving El Paso, Hudspeth, Culberson, Presido, Brewster & Jeff Davis Counties.

TXDOT - El Paso District
13301 Gateway Blvd W
El Paso, TX 79928

2nd & 3rd Tuesdays from 1-3pm...By appointment (Spanish instruction provided)

915-790-4384
Contact: Monica O'Kane

Serving El Paso, Hudspeth, Culberson, Presido, Brewster and Jeff Davis Counties.

TXDOT - El Paso District
13301 Gateway Blvd W
El Paso, TX 79928

Every 2nd & 3rd Tuesday from 1-3 PM

915-790-4388
Contact: Elva Rascon

Serving El Paso, Hudspeth, Culberson, Presidio, Brewster & Jeff Davis Counties.

TXDOT - El Paso District
13301 Gateway Blvd W
El Paso, TX 79928

Every 2nd & 3rd Tuesday from 1-3PM. Spanish instruction available.

915-790-4410
Contact: Carmen Sifuentes

Serving El Paso, Hudspeth, Culberson, Presido, Brewster & Jeff Davis Counties.

TXDOT - El Paso District
13301 Gateway Blvd W
El Paso, TX 79928

Every 2nd & 3rd Tuesday from 1-3 PM. Spanish instruction available.

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

915-790-4210
 Contact: Emie Valdez

Serving El Paso, Judspeth, Culberson, Presido, Brewster & Jeff Davis Counties.

Eules Police Department
 1102 W Eules Blvd
 Eules, TX 76040
 Tarrant

Monday-Friday, By Appointment

817-685-1686
 817-835-4841
 Contact: Cpl James Gordon

zip codes are 76039 & 76040

Department of State Health Services
 1200 E. Highway 285
 Falfurrias, TX 78355

By appointment only

956-421-5582

Brooks County

TX Health Methodist Hospital Southwest
 1800 W Freeway
 St Paul Lutheran Church
 Fort Worth, TX 76102

3rd Wednesday 9.30-1.30pm

1-877-847-9355
 1-877-THR-Well
 Contact: Community Outreach Coordinator Amanda English

Contact to make an appointment

Safe Kids Tarrant County led by Cook Children?
 801 Seventh Avenue
 Fort Worth, TX 76104
 Tarrant and surrounding

Locations and dates vary. By appointment only. Phone line messages returned within 2 business days. Spanish-speaking.

682-885-2634
 Contact: Dana Walraven

Texas Health Harris Methodist Hospital Southwest
 6270 John Ryan Dr
 Fort Worth, TX 76132

2nd Saturday 9.30-1pm

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

TX Health Methodist Hospital Southwest
6300 John Ryan Dr
Gladney Center for Adoption
Fort Worth, TX 76132

4th Wednesday 9.30-1.30pm

1-877-847-9355
1-877-THR-Well
Contact: Community Outreach Coordinator Amanda English

Contact to make an appointment

TXDOT - Fort Worth
2501 SW Loop 820
Fort Worth, TX 76133

By Appointment

817-370-6626
Contact: Kathy Neely

Serving Wise, Erath, Parker, Johnson, Tarrant, Palo Pinto, Jack, Somervell and Hood Counties.

Jimmy's Car Seat Check
602 Aviator Drive
Fort Worth, TX 76179
Tarrant and surrounding area

Must call or email to schedule an appointment!

817-755-0607

After scheduling an appointment, arrangements will be made for a time and location to conduct a child safety seat check with parents or caregivers. jimmywille@pilotservice.org

Texas Health Harris Methodist Hospital Alliance
10864 Texas Health Trail
Fort Worth, TX 76244

3rd Saturday 9-11.30am

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

Friendswood Police Department
1600 Whitaker Dr
Friendswood, TX 77546

Hours: Every other Thursday evening from 4:00pm-8:00pm By Appointment Only.

281-996-3316
Contact: Officer Crouch

TXDOT - Abilene
400 E. Wasson Ave
Gail, TX 79738

By Appointment

8067564491
Contact: Carrie Hart

Serving Borden County

TXDOT - Waco District
3502 E Main St
Gatesville, TX 76528

Tuesday-Thursday, by appointment

254-867-7115
Contact: Donna Smith

Serving Coryell County.

Texas AgriLife Extension Service Lee County Fitting Station
310 South Grimes
Giddings, TX 78942
Lee

By Appointment Only

979-542-2753
Contact: Tonya Poncik

TXDOT Brownwood
US 84 & US184 North
Goldthwaite, TX 76844

by appointment

325-648-3028

MillsCounty

TXDOT-Brownwood
US 84 & US184 North
Goldthwaite, TX 76844

by appointment

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

325-648-3028

MillsCounty

TXDOT - Brownwood District
US 84 & US 184 North
Goldwaite, TX 76844

By appointment

325-648-3028
Contact: Shelley Schuman

Mills county

TXDOT - Brownwood District
US 84 & US 184 North
Goldwaite, TX 76844

By appointment

325-648-3028
Contact: Kevin Seider

Mils county

TXDOT - Dallas District
4202 Corn Valley Rd
Grand Prairie, TX 75052

1st and 3rd Tuesday 9AM-11AM

972-263-1387
Contact: Justin Dotson

Serving Dallas County

TXDOT - Amarillo
114 W SH 15
Gruver, TX 79040

M-Th 8AM to 5 PM, by appointment only

806-733-2334

Hansford county

TX DEPARTMENT of State Health Services
1309 E Cemetery RD
Hallettsville, TX 77964

APPOINTMENT REQUIRED MONDAY-FRIDAY 8:00 AM- 5:00 PM

361-798-9626

COUNTIES SERVED LAVACA & GONZALES

TXDOT - Waco District
1301 E Main St
Hamilton, TX 76531

Tuesday-Thursday, by appointment.

254-386-5512
Contact: Keslie Koether

Serving Hamilton County.

Department of State Health Services
601 W Sesame Dr
Harlingen, TX 78550

BY APPOINTMENT ONLY

956-421-5582

Harlingen Police Department
1102 S. Commerce
Harlingen, TX 78550
Cameron, Hidalgo, Star, Willacy

956-216-5436
956-216-5529
Contact: Officer Ray DeLua/ Officer Salvador Carmona

Please call to schedule an appointment with Officer DeLua or Officer Carmona!

Valley Baptist Medical Center
2101 Pease St
Harlingen, TX 78550

8am - 5pm

956-339-6905
Contact: Yolanda Padilla

No appointment necessary

TXDOT - Waco District
1400 S Abbott Ave
Hillsboro, TX 76645

Tuesday-Thursday, by appointment.

254-582-5411
Contact: Leona Aparicio

Serving Hill County.

TXDOT - Houston
7600 Washington Ave
Houston, TX 77007

TBD...Spanish instruction available.

713-802-5177
Contact: Olga Navarro

Brazoria, Ft. Bend, Galveston, Harris, Montgomery and Waller Counties.

TXDOT - Houston
7600 Washington Ave
Houston, TX 77007

TBD...

713-802-5187
Contact: Garry Rand

Serving Brazoria, Ft. Bend, Galveston, Harris, Montgomery and Walter Counties.

Harris County Sheriff's Office-Aldine Storefront
5202 Aldine Mail Rd
Houston, TX 77039

Appointment Required

281-449-6600
Contact: Deputy Luna Deputy Card

Spanish Speaking Technicians available upon request

Texas Children's Center for Childhood Injury Prevention
7400 Fannin St
Houston, TX 77054

Every Monday from 9:00am-12:00pm. By Appointment Only. Located on the 5th floor of the Parking Garage

832-822-2277

Spanish Speaking Technicians available upon request

Texas Children's Center for Childhood Injury Prevention
7400 Fannin St
(5th floor of Parking Garage)
Houston, TX 77054
Harris, Fort Bend, Brazoria, Chambers, Montgomery, Liberty

Hours: Every Monday from 9:00am-12:00pm. By Appointment Only.

832-828-1314
Contact: Lisa Delgado

Spanish Speaking Technicians available upon request

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Lone Star Chevrolet
18900 US-290 W
Houston, TX 77065

4th Friday every month from 8:30am-12:00pm By Appointment Only.

281-517-7761
or 832-828-1312
Contact: Josh Capbell

Spanish Speaking Technicians available upon request

Texas Department of Public Safety
12230 West Rd
Houston, TX 77065

Hours: Monday-Friday, By Appointment Only

281-517-1338
281-517-1337
Contact: Trooper Richard Standifer Trooper John Sampa

Contact: Trooper Richard Standifer / Trooper John Sampa

SafeKids Greater Houston
6856 Bellaire Blvd
Gethsemane United Methodist Church
Houston, TX 77074

Hours: 3rd Wednesday of every month from 9:00am-1:00pm By Appointment Only www.SafeKidsGreaterHouston.org

832-828-1312

Spanish Speaking Technicians available upon request

Harris County Sheriff's Office-Mission Bend Storefront
7043 TX-6
Houston, TX 77083

Appointment Required

281-564-5988

Harris County Sheriff's Dept.-Fallbrook Storefront
7614 Fallbrook Dr
Houston, TX 77086

Appointment Required

281-537-9492

Harris County Sheriff's Dept.-Cali Storefront
17117 Cali Dr
Houston, TX 77090

Appointment Required

281-537-1606

Texas Department of Public Safety
 12230 West Road
 Houston, TX 77092
 Harris, Fort Bend, Brazoria, Chambers, Montgomery, Liberty

Monday-Friday, By Appointment

281-517-1338

281-517-1337

Contact: Trooper Richard Standifer / Trooper John Sampa

Harris County Sheriff Department
 9111 Eastex Freeway
 Suite 300
 Houston, TX 77093
 Harris

Appointment Required

713-759-9454

Gethsemane United Methodist Church
 6856 Bellaire Blvd
 Houston, TX 77074

3rd Wednesday of every month from 9:00am-1:00pm By Appointment Only.
 Spanish Speaking Technicians available upon request

832-828-1312

TX Department of State Health Services - Huntsville
 2507 Lake Rd
 Huntsville, TX 77340
 Walker and Other

BY APPOINTMENT ONLY

936.294.2170

Contact: Jessica Twardeski

appointment required

First United Methodist Church of Hurst
 521 W Pipeline Rd
 Hurst, TX 76053

4th Tuesday 10.30-1.30pm

1-877-847-9355

1-877-THR-Well

Contact to make an appointment

TXDOT - Dallas District
505 S I-45
Hutchins, TX 75141

3rd Tuesday and Thursday 9AM-2PM.

972-225-2346
Contact: Timothy Mask

Serving Dallas County.

Harris County Sheriff Office
Franz Road Storefront
19818 Franz Road
Katy, TX 77449

Appointment Required

281-647-9371

Presbyterian Hospital-Kaufman
850 Ed Hall Dr
Kaufman, TX 75142

4th Saturday 9-11.30am

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

TXDOT - Dallas District
2750 S Washington St
Kaufman, TX 75142

1st and 3rd Tuesday 8AM-12PM. Also another POC is Daniel Poole... (972)962-3617

972-962-3848
Contact: Mandel Howard

Serving Kaufman and Rockwall counties.

Dept of State Health Services - Kerrville
819 Water Street, Ste 290
Kerrville, TX 78028

Monday-Friday 8am - 12noon and 1pm - 5pm

830-896-5515
Contact: Health Servie Tech Norma Cardona-Price

call to schedule an appointment

Kerr County Sheriff
400 Clearwater Paseo
Kerrville, TX 78028

Please call to schedule an appointment.

830-896-1216 ext.212
Contact: Michael Earney

Kerrville PD
429 Sidney Baker
Kerrville, TX 78028
Kerr

8:00am - 5:00pm

830-257-8181
Contact: Sergeant John Knoulton

Department of State Health Services
1413 E Corral Ave
Kingsville, TX 78363

By appointment only

956-421-5582

Kleberg County

Texas AgriLife Extension Service Fayette County Fitting Station
254 North Jefferson Street
La Grange , TX 78945-2213
Fayette

By Appointment Only

(979) 968-5831

TXDOT - Brownwood District
1133 US 283 North
Lampasas, TX 76550

by appointment

512-556-5435
Contact: Celeste Johnson

LampasasCounty

TXDOT - Laredo
1817 Bob Bullock Loop
Laredo, TX 78043

Call for appointment. Spanish instruction available.

956-717-7700

Contact: Mirelda Cavazos

Serving Webb, Duval Zavala, Dimmit, Kinney, LaSalle, Val Verde and Maverick Counties.

TXDOT - Laredo
1817 Bob Bullock Loop
Laredo, TX 78043

Call for appointment. Spanish instruction available.

956-712-7428
Contact: John Charles

Serving Webb, Duval, Zaval, Dimmit, Kinney, LaSalle, Val Verde and Maverick Counties.

TXDOT - Laredo
1817 Bob Bullock Loop
Laredo, TX 78043

Call for appointment. Spansih instruction available.

956-712-7453
Contact: Maria Rodgers

Serving Webb, Duval Zavala, Dimmit, Kinney, LaSalle, Val Verde and Maverick Counties.

TXDOT - Laredo
1817 Bob Bullock Loop
Laredo, TX 78043

Call for appointment. Spanish instruction available.

956-764-1212
Contact: Veronica Solis

Serving Webb, Duval, Zavala, Dimmit, Kinney, LaSalle, Val Verde and Maverick Counties.

TXDOT - Laredo
1817 Bob Bullock Loop
Laredo, TX 78043
Web

Call for appointment. Spanish instruction available.

956-712-7428
Contact: Blanca Treviño-Castro

Serving Webb, duval, Zaval, Dimmit, Kinney, LaSalle, Val Verde and Maverick Counties.

Doctor Hospital of Laredo
10700 McPherson Rd
Laredo, TX 78045

MON-FRIDAY 9AM TO 5 PM

956-523-2193

NO APPOINTMENT NEEDED WEBB, ZAPATA, JIM HOGG COUNTIES

**Smith South Plains
2483 Highway 114 E
Levelland, TX 79336
Hockley**

806-894-3191

Child Safety Seat Clinic. There will be Certified Inspectors on site to check the Child

**Smith South Plains
2483 Highway 114 E
Levelland, TX 79336
Hockley**

806-894-3191

Child Safety Seat Clinic. There will be Certified Inspectors on site to check the Child

**Lewisville Police Department
1187 W Main St
Lewisville, TX 75067**

Please call 972-219-3668 to make an appointment. By appointment only. Appts held on the last Tuesday of each month.

972-219-3668

**TxDOT
209 Layl Dr
Liberty, TX 77575**

every Friday 12-5 PM by appointment only

936-336-5669

County served

**TXDOT - Beaumont District
209 Layl Drive
Liberty, TX 77575**

Every Friday 12-5 PM by appointment only

9363365669

Contact: Linda Frank

Liberty County

Lubbock Fire Department
515 East Ursuline Street
Lubbock, TX 79403
Lubbock, Hockley, Hale, Lynn, Crosby

Please Call to schedule an appointment

806-775-3070
806-771-5292
Contact: Doyce Ewing or Monica Pilip

TXDOT - Lubbock
135 E Slaton Rd
Lubbock, TX 79404
Lubbock, Hale, Hockley, Crosby, Lynn

Monday-Friday, 8:00:00 AM to 4:00 PM. Spanish instruction available.

806-748-4478
Contact: David Barrera

Serving Parmer, Terry, castro, Floyd, Dawson, Hockley, Lamb, Lubbock and Cochran Counties.

TXDOT - Lubbock
135 E Slaton Rd
Lubbock, TX 79404
Bailey, Castro, Cochran, Crosby, Dawson, Floyd, Gaines, Garza, Hale, Hockley, Lamb, Lubbock, Lynn, Parmer, Swisher, Terry, Yoakum

By appointment Monday-Friday 8AM-5PM

806-748-4478
Contact: Karen Peoples

Serving Palmer, Terry, Castro, Floyd, Dawson, Hockley, Lamb, Lubbock and Cochran Counties.

Texas Dept of State Health Services
6302 Lola Ave
Lubbock, TX 79424

Appointment required Hours of Operation Monday thru Friday 8AM to 5 PM; or as needed by appointment

806-783-6481

Service surrounding counties; Floyd, Childress, Hall, Castro, Crosby, Lubbock, Hockley, Baily

Injury Prevention Coalition of the South Plains Inc.
P.O. Box 53074 Lubbock
Lubbock, TX 79453
Lubbock, Hale, Hockley, Crosby, Lynn

Sunday-Saturday, By Appointment

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

806-745-5428
 Contact: Karen Slay

TXDOT - Lufkin District
 1805 N Timberland Dr
 Lufkin, TX 75901

Call for appointment.

936-633-4315
 Contact: Allison Beck

Serving Angelina, Houston, nacogdoches, Polk, Sabine, San Augustine, San Jacinto, Shelby and Trinity Counties.

TXDOT - Lufkin District
 1805 N Timberland Dr
 Lufkin, TX 75901

Call for appointment

936-634-4433
 Contact: Krista Cloonan

Serving Angelina and Nacogdoches Counties.

Lufkin Police Department
 300 E. Sheperd Ave.
 Lufkin, TX 75902
 Angelina, Polk, Nacogdoches

Sunday-Saturday, By Appointment

936-633-0356
 Contact: Toby Stanaland

Department State Health Services-FCHS
 101 N. Mesa
 Marfa, TX 79843

Appointment Only Please Call to Schedule an appointment

432-729-4275

Counties Served: Jeff Davis Multi-lingual language available: Spanish

Marfa DSHS
 101 N. Mesa
 Marfa, TX 79843

BY APPOINTMENT ONLY, please call to schedule appointment.

(432) 729-5042
 (432) 729-5045

A date & time to have your child's car seat checked for proper installation will be provided.

City of McAllen-Traffic Operations
210 N 20th St
McAllen, TX 78501

M-F 7am-4pm Appointment Required

956-681-2700
Contact: Sara Gonzalez

Hidalgo County

Texas Department of Public Safety
1414 N. Bicentennial
McAllen, TX 78501
Hidalgo, Willacy, Cameron

Monday thru Friday Bilingual services in Spanish Available!

956-984-5647
Contact: Trooper Juan Hernandez

Walk ins welcome, please call or email Trooper Hernandez at
JuanG.Hernandez@txdps.state.tx.us

TXDOT - Dallas District
2205 South SH 5
McKinney, TX 75069

1st and 3rd Wednesday 9AM-11PM

972-542-2345
Contact: Cody Phillips

Collin

TXDOT - Dallas District
2205 South SH 5
McKinney, TX 75069

1st and 3rd Wednesday 9AM-11PM

972-542-2461
Contact: David Sisk

Collin County

TXDOT - Waco District
9167 State Highway 6
Meridian, TX 76665

Tuesday-Thursday, by appointment

254-435-2258
Contact: Jennifer Page

Serving Bosque county

TXDOT - Dallas District
4777 US-80 E
Mesquite, TX 75150

1st and 3rd Wednesday 9AM-3PM...Spanish instruction provided.

214-320-4475
Contact: Tony Carrillo

Serving Dallas County

TXDOT - Dallas District
4777 US-80 E
Mesquite, TX 75150

1st and 3rd Wednesday 9AM-3PM...Spanish instruction provided

(214)320-6220
Contact: Bemadine Moore

Serving Dallas County

TXDOT - Dallas District
4777 US-80 E
Mesquite, TX 75150

1st and 3rd Wednesday 9AM-3PM...Spanish instruction provided

214-319-6502
Contact: Robert Plaza

Serving Dallas county

TXDOT - Dallas District
4777 US-80 E
Mesquite, TX 75150

1st and 3rd Wednesday 9AM-3PM...Spanish instruction provided

214-320-6610
Contact: Lisa Sierra

Serving Dallas County

TXDOT - Dallas District
4777 US-80 E
Mesquite, TX 75150

1st and 3rd Wednesday 9AM-3PM...Spanish instruction provided

214-320-6235
Contact: Robert White

Serving Dallas County

TXDOT - Waco District
3229 Hwy 14 N
Mexia, TX 76667

Tuesday-Thursday, by appointment

254-562-2900
Contact: Brian Dickinson

Serving Limestone County.

Mission Regional Medical Center
900 S Bryan Rd
Mission, TX 78572
Hidalgo, Star

by appointment, please call

956-821-4354

Mission Regional Medical Center
900 S Bryan Rd
Mission, TX 78572

Mon-Fri 8am-5pm By Appointment

956-821-4354

English/Spanish Speaking

Missouri City Police Department
3849 Cartwright Rd
Missouri City, TX 77459

Hours: Wednesday, By Appointment Only

281-403-8700

Missouri City Police Department
3849 Cartwright Road
Missouri City, TX 77459
Fort Bend

Monday - Friday - 8am - 4pm

281-403-8736
281-403-8700
Contact: Detective Sonny McClamrock

Ask for Detective Sonny McClamrock

Texas AgriLife Extension Service Ward County Fitting Station
3600 S Stockton Ave
Monahans, TX 79756
Ward

By Appointment Only Located in Unit # J

432-943-4112

Child Passenger Safety Week Event

TxDOT - Atlanta District
2210 W Ferguson Rd
Mount Pleasant, TX 75455

CPS Week Participant 09/15/14 1pm-5pm Appointment required Every
Tuesday from 1-4 PM

903-572-8511

Counties served Titus & Upshur

TxDOT - Atlanta District
2210 W Ferguson Rd
Mount Pleasant, TX 75455

Every Tuesday from 1-4 PM

9035728511
Contact: Kelly Medder

Serving Titus and Upshur county.

Texas AgriLife Extension Service Grimes County Fitting Station
208 South Judson Street
Navasota, TX 77868
Grimes

By Appointment Only

936-873-3907

New Caney Fire Department
19870 FM 1485 West
New Caney, TX 77357

Hours: Saturday 1:00-4 PM by appointment

281-689-3112, Extension 0
Contact: Kyle Romagus

TxDOT - Odessa District
3901 E Highway 80
Odessa, TX 79761

By appointment 10:00AM to 3:00PM daily. Spanish instruction available.

432-498-4748
Contact: Robert Martinez

Serving Andrews, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell, Upton, Ward and Winkler Counties.

TXDOT - Odessa District
3901 E Highway 80
Odessa, TX 79761

By appointment 10:00Am to 3:00PM daily. Spanish instruction available.

432-498-4690
Contact: Griselda Rodriguez

Serving Andrews, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell, Upton, Ward & Winkler Counties.

Texas AgriLife Extension Service Anderson County Fitting Station
101 East Oak Street, Corner of Oak & Sycamore St
Palestine, TX 75801
Anderson

By Appointment Only

903-723-3735

TXDOT - Paris District
3600 TX-286-LOOP SW
Paris, TX 75460

Monday - Friday 8:00AM to 5:00PM

903-782-1202
Contact: Shari Coker

Serving Lamar County

Paris EMS
150 SE 1st
Paris, TX 75460
Lamar

8am -5pm- Call prior to coming

903.784.9229
903.517.2633
Contact: Rodney Jones

TXDOT - Paris District
1365 N Main St
Paris, TX 75460

Monday - Friday 8:00AM to 5:00PM

903-737-9263
Contact: David Merritt

Serving Lamar County.

TXDOT - Paris District
1365 N Main St
Paris, TX 75460

Monday - Friday 8:00AM to 5:00PM.

903-737-9292
Contact: Tray Turner

Lamar, Grayson, Hopkins, Delta, Hunt, Franklin, Fannin, Rains and Red River Counties.

Monument Chevrolet Dealership
3940 Pasadena Fwy
Pasadena, TX 77503

2nd Thursday every month from 1:00pm- 4:30pm By Appointment Only.

832-828-1312
832-828-1314

Spanish Speaking Technicians available upon request

Pearland EMS-Station 4
8333 Freedom Drive
Pearland, TX 77581

3rd Friday every month from 8:30am-12:00pm By Appointment Only. Spanish Speaking Technicians available upon request

281-652-1956

Pearland EMS-Station 5
3100 Kirby Dr
Pearland, TX 77584

Hours: 3rd Friday every month from 8:30am-12:00pm By Appointment Only.

: 281-997-5840

Spanish Speaking Technicians available upon request

TXDOT - Pharr District
600 U.S. Expressway 83
Pharr, TX 78577

Call for appointment. Spanish instruction available.

956-702-6119
Contact: Oscar Garza

Serving Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and Zapata Counties.

TXDOT - Pharr District
600 U.S. Expressway 83
Pharr, TX 78577

Call for appointment. Spanish instruction available.

956-802-4463
Contact: Ruby Martinez

Serving Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and Zapata Counties.

TXDOT - Pharr District
521 W Ferguson Ave
Pharr, TX 78577

Call for appointment

956-702-6250
Contact: Mary Mata

Serving Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and Zapata Counties.

TXDOT - Pharr District
600 U.S. Expressway 83
Pharr, TX 78577

Call for appointment

956-702-6141
Contact: Teresa Muehlberger-McMillian

Serving Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and Zapata Counties.

TXDOT - Pharr
600 US-83 Branch
Pharr, TX 78577

call or email for an appointment Hazel.Zepeda@txdot.gov 956-702-6129

956-702-6129
Contact: Hazel Zepeda

Serving hildago County

Childrens
7601 Preston Road
Plano, TX 75024
Collin

This Inspection Station is Only Open the last Friday of every Month! Hours are 9:30 AM thru 12:30 PM

214-456-2059
Contact: Susan Jackson

Appointement is required , so call to schedule an appointment!

Texas Health Presbyterian Hospital Plano
6200 W Parker Rd
Plano, TX 75093

1st Tuesday 9.30-1pm 3rd Tuesday 9.30-1pm 4th Saturday 9.30-1pm

1-877-847-9355
1-877-THR-Well

Contact to make an appointment

Presbyterian Hospital of Plano
6200 W. Parker Road
Plano, TX 75093

by appointment

1-800-477-3729
972-981-8627
Contact: Safe Kids Collins County Coordinator Miriam Wilhem

Texas A&M AgriLife Extension
186 County Road 101
Suite 1
Port Lavaca, TX 77979

8 AM-5 PM Monday thru Friday

361-552-9747

Please call to schedule an appointment!

Presidio DSHS:
One Main Center 708 Bomar
Presidio, TX 79845

BY APPOINTMENT ONLY, please call to schedule appointment.

(432) 229-1540
(432) 229-1545

A date & time to have your child's car seat checked for proper installation will be provided.

Department State Health Services-FCHS
701 N. N Bomar
Presidio, TX 79845

Appointment Only Please Call to Schedule an appointment

432-229-1540

Counties Served: Presidio Multi-lingual language available: Spanish

Department of State Health Services
174 S 13th St
Raymondville, TX 78580

Willacy County

by appointment only

956.421.5582

Contact: Patricia Huerta

Willacy County

Department of State Health Services

608 N Garza St
Rio Grande City, TX 78582
Star County

by appointment only, please call

956-421-5582

Star County

Community Action Council of So. Texas

510 E Eisenhower Rd
Rio Grande City, TX 78582

Monday-Friday

956-573-5375

Contact: Victoria Ruiz Claudia Gonzalez

TXDOT - San Angelo District

4502 Knickerbocker Rd
San Angelo, TX 76904

Varies month to month

325-947-9219

Contact: Todd Deere

Serving Bexar County.

TXDOT - San Antonio District

3500 NW I-410-LOOP
San Antonio, TX 78201

Varies month to month.

210-731-5219

Contact: Robbi Smith

Serving Bexar County.

TXDOT - San Antonio District

4615 NW I-410-LOOP
San Antonio, TX 78229

Varies month to month

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

210-615-6471
Contact: Sandra Akins

Serving Bexar County.

University Hospital/San Antonio Safe Kids
4502 Medical drive
San Antonio, TX 78229
Bexar

Monday-Friday, By Appointment

210-358-4295
Contact: Susan Douglas

Spanish Speaking

TXDOT - San Antonio District
4615 NW I-410-LOOP
San Antonio, TX 78229

Varies month to month

210-615-6060
Contact: Jose Ibarra

Serving Bexar County.

TXDOT - San Antonio District
4615 NW I-410-LOOP
San Antonio, TX 78229

Varies month to month

210-615-5956
Contact: Kenneth Kuykendall

Serving Bexar County.

TXDOT - San Antonio District
4502 Medical Drive
San Antonio, TX 78229

Varies from month to month. Spanish instruction available.

210-383-4295
Contact: Sergio Vega

Serving Bexar County.

TXDOT - San Antonio District
NW I-410-LOOP
San Antonio, TX 78229

Varies month to month.

210-731-5218

Contact: Mona Zertuche

Serving Bexar County.

TXDOT - Pharr District
1350 E. U.S. 77
San Benito, TX 78586

Call for appointment. Spanish instruction available.

956-399-5102

Contact: Roberto Serna

Serving Brooks, Cameron, Hidalgo, Jim Hogg, Kenedy, Starr, Willacy and Zapata Counties.

Hays County Sheriff Office
1307 Uhland Rd
San Marcos, TX 78666
Hays and Travis

M-F 8am - 12pm; by appointment only

512.393.7373

Contact: Deputy Manuel de La Rosa

Spanish Speaking

TXDOT - Brownwood District
2502 W Wallace St
San Saba, TX 76877

by appointment

325-372-3527

Contact: Keith Shaffer

San Saba County

TXDOT - Paris District
3904 US 75 South
Sherman, TX 75091

Monday - Friday 8:00AM to 5:00PM

903-892-6529

Contact: Jeff Galewater

Serving Grayson County

Texas Health Presbyterin Hospital-WNJ
500 N Highland Ave
Sherman, TX 75092

First Saturday of every month and Please call to schedule an appointment time

903-647-1777

Counties served Grayson, Fannin, Cooke, Bryan

TXDOT-Childress
1301 West Lonestar (SH 86)
Silverton, TX 79257

call for appointment

806-823-2386

County-Briscoe

TXDOT - Childress
1301 West Lonestar (SH 86)
Silverton, TX 79257

By appointment (call)

806-823-2386

Contact: Scott Perkins

Briscoe county

TxDOT
111 N. Ave. V
Snyder, TX 79549

By appointment only

325-573-0143

ScurryCounty

TXDOT - Abilene
111 N. Ave V
Snyder, TX 79549

By Appointment

3255730143

Contact: Rosalinda Sanchez

Serving Scurry County

Dept of State Health Service Sonora
103 E Main
Sonora, TX 76950
Sutton, Kimble, Schleicher Crockett

MONDAY -FRIDAY 8 AM -5 PM

325-387-2234

Southlake Fire Services
 2100 W. Southlake Blvd.
 Southlake, TX 76092
 Tarrant, Denton

Monday-Friday, By Appointment

817-748- 8349
 Contact: Renni Burt

Cypress Creek EMS
 7111 Five Forks Dr
 Spring, TX 77379

Hours: Every Wednesday from 9:00am-3:00pm. By Appointment Only.

281-378-0800

Cypress Creek EMS
 7111 Five Forks Drive
 Spring , TX 77379

Every Wednesday from 9:00am-4:00pm By Appointment Only.

281-440-9650

TXDOT - Odessa District
 SH 137 Lamesa Hwy
 Stanton, TX 79782

By appointment 10:00AM to 3:30PM daily. Spanish instruction available.

432-756-2140
 Contact: Herminia Gonzalez

Serving Andrews, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves,
 Terrell, Upton, Ward and Winkler Counties.

Texas Health Harris Methodist Hospital Stephenville
 411 N Belknap Ave
 Stephenville, TX 76401

1st Thursday 5.30-6.30pm 3rd Saturday 1.30-2.30pm

1-877-847-9355
 1-877-THR-Well

Community Outreach Building 2 Contact to make an appointment

Sugar Land Police Department-Traffic Division
 1200 TX-6 S
 Sugar Land, TX 77478

Hours: By Appointment Only

281-275-2580

Contact: Officer Harris Johnston

Contact: Crime Prevention Officer Harris Johnston

Sugar Land Police Department-Traffic Division
1200 State Highway 6
Sugar Land, TX 77478
Fort Bend

By Appointment Only-Sugarland Residents Only

281-275-2580

Contact: Crime Prevention Officer Amy Cummins Officer Harris Johnston

Scott & White Hospital
2401 South 31st Street
Temple, TX 76508

Call for an appointment

254-724-4967

Scott & White Hospital
2401 South 31st Street
Temple, TX 76508
Bell, Falls, Coryell, Hamilton, Lampasas, Milam

by appointment 254-724-8202

254-724-8202 beeper #0679

Contact: Trauma Injury Prevention/Outreach Coordinator Susan Burchfield

by appointment

Child Passenger Safety Week Event

TXDOT - Atlanta District
520 Sowell Ln
Texarkana, TX 75501

*CPS Week Participant 09/15/14 1pm-5pm appointment required*Every
Tuesday from 1-4 PM

903-838-8574

Contact: John Stewart

County served Bowie

ETMC EMS Headquarters
352 US-69 N
Tyler, TX 75702

By appointment only.

903-939-5746

TXDOT - Tyler District
2709 W Front St
Tyler, TX 75702

By Appointment only Please call to schedule.

903-510-9225
Contact: Wanda Ealey

Serving Smith, Cherokee, Anderson, Henderson, Upshur, Gregg, Rusk and Van Zandt Counties.

ETMC EMS Headquarters
352 S. Glenwood
Tyler, TX 75702

903 939-5746
Contact: Outreach Education Specialist Vicky LaMay

Department State Health Services-FCHS
704 W Broadway
Van Horn, TX 79855

Appointment Only Please Call to Schedule an appointment

432-283-3090

Multi-lingual language available: Spanish
Counties Served: Culberson, Hudspeth

TXDOT - Wichita Falls District
4031 Main St
Vernon, TX 76384

By appointment only.

940-357-9390
Contact: David Fulford

Serving Wilbargar county.

TXDOT - Waco District
100 South Loop Dr.
Waco, TX 76704

Monday-Friday by appointment.

254-867-2806
Contact: Theresa Dudik

Serving McLennan County.

TXDOT - Waco District

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

100 South Loop Dr.
Waco, TX 76704

Monday-Friday by appointment

254-867-2869
Contact: Sherri Robelia

Serving McLennan County.

TXDOT - Dallas District
124 FM-876
Waxahachie, TX 75167

3rd and 4th Friday 9AM-3PM...Spanish instruction provided

972-938-2960
Contact: Jennifer Godina

Ellis County

TXDOT
1601 Southwest Pkwy
Wichita Falls, TX 76302

?by appointment only?

940-720-7708
Contact: Tish Beaver

please call to schedule

United Regional
1600 11th Street
Wichita Falls, TX 76301
10 County area surrounding Wichita

8AM-4PM

940-764-2122
Contact: RN Laura Presser

TXDOT - Beaumont District
807 Pine Street
Woodville, TX 75979

Mon-Fri., by appointment

4092832451
Contact: Amber Couthran

Counties served Tyler (Jasper & Newton if needed)

TXDOT -Yoakum
403 Huck St
Yoakum, TX 77995

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

second Tuesday of each month from 1-4 PM

361-293-4307

Counties: AUSTIN, CALNOUN, COLORADO, DEWITT, FAYETTE,
GONZALES, JACKSON, LAVACA, MATAGORDA, VICTORIA,
WHARTON

TXDOT - Yoakum District
403 Huck Street
Yoakum, TX 77995

2nd Tuesday of each month from 1-4 PM.

361-293-4307

Contact: Pat eifert

SERVING AUSTIN, CALNOUN, COLORADO, DEWITT, FAYETTE,
GONZALES, JACKSON, LAVACA, MATAGORDA, VICTORIA AND
WHARTON COUNTIES.

If changes need to be made in the address, phone, contact person, or hours of operation for inspection station sites, please contact [NHTSA.gov](http://www.nhtsa.gov).

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[American Academy of Pediatrics](#)

[Children's Hospital of Philadelphia](#)

[Governors Highway Safety Association](#)

[American Driver and Traffic Safety](#)

[Education Association](#)

[Students Against Destructive Decisions](#)

[\(SADD\)](#)

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**PART 2: State Traffic Safety
Information System Improvements
SECTION 405 (c) ATTACHMENTS**

Attachment 2.1: Traffic Records Coordinating Committee Charter

- The following is the Traffic Records Coordinating Committee Charter, which is contained in the Texas Traffic Safety Information System Strategic Plan (Attachment 2.5).

- c) Provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and the organizations in the State that create, maintain and use highway safety data and traffic records;
- d) Considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;
- e) Represents the interests of the agencies and organizations within the traffic records system to outside organizations; and
- f) Reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.

Executive Charter

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

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

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

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

A. Objective

To provide an interagency Traffic Records Coordinating Committee (TRCC) composed of voting members from the Texas Department of Public Safety (TxDPS), Texas Department of Transportation (TxDOT), Texas Department of State Health Services (DSHS), and Texas Center for the Judiciary (TCJ) 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 the TCJ

Each member shall serve at the discretion of their Department Director and shall have The authority to recommend projects for funding to support the Texas Traffic Safety Information System Improvement Program. Final funding authority resides with the Traffic Records Coordinator at the Texas Department of Transportation

D. TRCC Purpose

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

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

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

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

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

E. TRCC Duties and Responsibilities

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

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

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

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

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

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

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

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

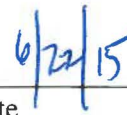
The TRCC will review and evaluate new technologies to keep the highway safety data and traffic records systems up to date.

I, Carol Rawson, as TRCC Coordinator, hereby certify that this charter legally mandates the TRCC with specified functions as contained within

Signed



Carol T. Rawson, P.E., Division Director
Traffic Operations Division
TRCC Coordinator and Chair



Date

2.0 Assessment and Benchmarking

2.1 Status of the 2007 Traffic Record Assessment Recommendations Update

In October 2007, TxDOT hosted a NHTSA Technical Assessment Team to conduct the State of Texas TRA. The final TRA report made numerous recommendations. The State then identified a general timeline for initiation or completion of those recommendations. The following table provides an update on the status of those recommendations.

The State's most recent assessment or update of its highway safety data and traffic records system was completed on 3/25/2013 which updated Texas's highway safety data and Traffic Records system to address each recommendation from the Assessment conducted on 10/26/2007. All updates contained within have been approved by the Traffic Records Coordinating Committee as of 6/17/15.

Attachment 2.2: Traffic Records Coordinating Committee Meetings

- The following is the meeting schedule and minutes for the meetings conducted in the 12 months previous to this application for the Traffic Records Coordinating Committee



TRCC

Wednesday, March 18, 2015

2 p.m. – 4 p.m.

TxDOT HQ Riverside, Bldg. 118 Rm 43

Meeting Agenda

PURPOSE

By Regulation, to meet the FY2015 TR requirements, the TRCC must meet a minimum of 3 times after July 1 2014

Agenda

- **Welcome and Introductions** – Carol Rawson and Freddie Summer

- **Project Presentations**

TxDOT CRIS/CRASH –Debra Vermillion

TxDOT Roadway Data – Jennifer Bierman and David Freidenfeld

DPS Citation Database – Maj. David Palmer

OCA Statewide eCitation System

TxDOT Traffic Safety – Terry Pence and Freddie Summer

DSHS EMS/Trauma – Christopher Drucker and Rob Klein

- Vote for Projects

Next Meeting:

TBD

ATTENDEES

- ✓ Carol Rawson
- ✓ Terry Pence
- vDebra Vermillion
- ✓ Freddie Summer
- ✓ Christopher Drucker
- XJoeAnna Mastracchio
- XLaura Weiser
- ✓ Rob Klein
- ✓ Maj. David Palmer
- Frank Marrero
- Casey Kennedy
- ✓ David Freidenfeld
- Margo McCormick
- ✓ Angie Suarez
- XStephen Ratke
- ✓ Holly Doran
- ✓ Jennifer Beirman
- ✓ Thomas Sullivan
- ✓ Sam Aguirre

HANDOUTS:

- Agenda
- FY2016 Proposed Projects

Minutes

All activity at this meeting was talking about proposed projects. See project list attached for proposed project information.

Update from Traffic Safety Section – Terry Pence

- Fiscal Overview
- Portion of funds have been received through May 31
- NHTSA will be redistribution GDL, DD, ID
- \$ 8.2 million is projected for FY2016



TRCC

Tuesday, January 27, 2015

2 p.m. – 4 p.m.

TxDOT HQ Riverside, Bldg. 118 Rm 43

Meeting Agenda

PURPOSE

By Regulation, to meet the FY2015 TR requirements, the TRCC must meet a minimum of 3 times after July 1 2014

Agenda

- **Welcome and Introductions** – Carol Rawson and Freddie Summer

- **Continued meeting from December 4: TRCC Discussion Items**

Data Initiatives using Shared Data

Who shares Data with Who

How the Data is Used

Projects and Data that Connect/Links with Others

Barriers to Sharing

Benefits to Sharing

Unified Systems and Big Data's 4 Vs

Velocity

Volume

Variety

Value

Next Meeting:

March 18, 2015, TxDOT, 118 Riverside, 2 p.m. – 4 p.m.

ATTENDEES

- xCarol Rawson
- ✓Terry Pence
- ✓Debra Vermillion
- ✓Freddie Summer
- ✓Christopher Drucker
- ✓JoeAnna Mastracchio
- ✓Laura Weiser
- ✓Rob Klein
- ✓Maj. David Palmer
- xFrank Marrero
- xCasey Kennedy
- xDavid Freidenfeld
- xMargo McCormick
- ✓Angie Suarez
- xStephen Ratke
- Other: Sam Nagak, Jim Hollis, Jim Kilchenstein, Don Jensky

HANDOUTS:

- Agenda

Minutes

Open conversation on data available

TxDOT – Can provide other entities data because the statute governing allows this

DSHS – Can share with Department of Insurance and Rehab Commission only according to Section 92.06

CRASH would like ISS and DSHS will explore how to provide. All requests are on a need to know basis

Code to review 28CFR Part 23 – CGIS System of Record

Overall, need to work toward long term goals regarding statutes

DSHS project – linking data and reporting back should be one goal



TRCC

Wednesday, December 4, 2014

2 p.m. – 4 p.m.

TxDOT HQ Riverside, Bldg. 118 Rm 43

Meeting Agenda

PURPOSE

By Regulation, to meet the FY2015 TR requirements, the TRCC must meet a minimum of 3 times after July 1 2014

Agenda

- **Welcome and Introductions** – Carol Rawson and Freddie Summer

- **Project Update**

FY2014 Project Reports and FY2015 Project Forecast

- CRIS/CRASH – Debra Vermillion and Margo McCormick
- Department State and Human Services –Christopher Drucker and Rob Klein
- Texas Center for the Judiciary – Hon. Judge Weiser
- Department of Public Safety – Maj. David Palmer and Joe Mastracchio
- Traffic Safety – Terry Pence

- **TRCC Discussion Items**

- Data Initiatives using Shared Data:

Who shares Data with Who
 How the Data is Used
 Projects and Data that Connect with Others
 Barriers to Sharing More

Next Meeting:

March 18, 2015, TxDOT, 118 Riverside, 2 p.m. – 4 p.m.

ATTENDEES

- ✓ Carol Rawson
- ✓ Terry Pence
- ✓ Debra Vermillion
- ✓ Freddie Summer
- ✓ Christopher Drucker
- ✓ JoeAnna Mastracchio
- ✓ Laura Weiser
- ✓ Rob Klein
- xMaj. David Palmer
- ✓ Frank Marrero
- xCasey Kennedy
- xDavid Freidenfeld
- ✓ Margo McCormick
- ✓ Angie Suarez
- ✓ Stephen Ratke
- ✓ Kevin Wilkie

HANDOUTS:

- Agenda
- Model Performance Measures

Minutes

Update for CRIS/CRASH – Margo McCormick and Debra Vermillion

- CRASH Vendor Delays
- CRASH Expired November
- Pre-populations – TLETS/DPS Success and DMV good
- CRASH Mobile – Android complete but not Apple
- Automated Program – Intelligent Crawler not happening in FY14
- Big Data – Data Lake (NTT) FY2015
- Compliance all good
- Reporting Tools/Business Intelligence will have a map available
- Training on CRASH – Video with tests, survey. TCOLE Credit will be provided
- DPS DL Comment: Business Intelligence will refer messages throughout DPS.
- Chairperson Comment: Update of form Jan 2015 with new fields. Currently testing and xml submission for implementation 2015
- DSHS Comment: New fields need to be provided to DSHS
- TS Comment: an additional 250 agencies or 80% of total agencies reporting
- Chairperson Comment: Easy to adapt new form even from
- NHTSA Comment: Are there areas with paper
- New RMS Vendors Sun Guard on board
- 12 new agencies use electronic submission
- Intergraph refuses to provide access to form for clients
- FY2015 plan to increase Help Desk support
- Oracle standardization is causing some holdup in deliverables

Update for EMS/Trauma Registry – Rob Klein

- Data standardization meeting NEMSIS Certified qualifications
- Adding Custom Elements and finalizing rolw outs on elements
- Standardized xml submission and web services of EMS/Hospital
- Complete record that can help correct erros on the feedback report
- Continued data extracts, benchmarking and linking in progress
- Injury Severity Score back from DSHS

Update from Center of Judiciary – Hon. Laura Weiser

- 130 Judge/Court trainings with Tx Asso. Of Counties took place so far
- Planning 2015 Forum will include Occupation License and Impaired Driving – Will take place in July 27 & 28 in Austin
- OCA Interlock Reports are being processed. Reoffending continues to be a problem. Locking at Interlock with shorter suspension period as an options to bond condntions
- Educating Judges on why interlocks work
- Benchmarking Impaired Driving cases
- Developing quarterly newsletter
- DWI Website updated with new cases and conference listing
- Will be in attendance at Traffic Safety Conference and State Bar Association in March

Update from Department of Public Safety HSOC – Kevin Wilkie

- Started hiring process
- Having trouble with Buy America on equipment purchase
- Field Sergeants receiving report on CMV traffic issues and fatal incident

- CRASH Comment: Can help DPS with MicroStrategy and Dashboards

Update from Department of Public Safety Driver's License – Joe Mastracchio

- Impact Texas Driver partnering with Texas Highway Patrol
- Distracted driving video for 18 and below with testing by 3rd party
- Commercial Schools are all certified and capable of providing test for DL. By December 13, web capabilities for video will be complete. Recertification of schools will be every 2 years
- Tablets are in test mode
- Kiosks are implemented for self-service

Update from TxDOT Traffic Safety – Terry Pence

- Map 21 extended to May 21
- Call for Proposals on Nov.7-Jan 8
- Annual Report is due



TRCC

Thursday, August 7, 2014

2 p.m. – 4 p.m.

TxDOT HQ Riverside, Bldg. 200 Rm 1A1

Meeting Agenda

PURPOSE

By Regulation, to meet the FY2015 TR requirements, the TRCC must meet a minimum of 3 times after July 1 2014

Agenda

- **Welcome and Introductions** – Carol Rawson and Freddie Summer
Tell us about the data you collect
- **Presentation**
Jon Graber, PhD, Texas A&M Transportation Institute,
eCitation Progress Report
- **Project Update**
 - CRIS/CRASH – Debra Vermillion
 - Department State and Human Services – Christopher Drucker and Rob Klein
 - Texas Center for the Judiciary – Holly Duran
 - Department of Public Safety – Maj. Ron Joy and Joe Masracchio
 - Traffic Safety Funding – Terry Pence
- **TRCC Discussion Items**
 - 2015 Texas Traffic Safety Information System Strategic Plan
 - FY 2015 TRIPRS
 - Subcommittees (Impaired Driving, Other Subcommittees)

ATTENDEES

- ✓ Carol Rawson
- ✓ Terry Pence
- ✓ Debra Vermillion
- ✓ Freddie Summer
- ✓ Christopher Drucker
- ✓ JoeAnna Masracchio
- xLaura Weiser
- ✓ Rob Klein
- ✓ Holly Doran
- ✓ Maj. David Palmer
- Frank Marrero
- Other:
 - ✓ Angie Suarez
 - ✓ David Freidenfeld
 - Jon Graber

HANDOUTS:

Agenda

Presentations from Jon Graber, Texas A&M Transportation Institute:

- eCitation Feasibility Study Outcomes to date
- CRIS not ready to receive Citation data
- Tie in with eCitation and Crashes can be done

Update on CRIS/CRASH – Debra Vermillion

- Release 11 October 5, 2014
- Crash Mobile in progress – Release March 2015
- Crash data query tool for public access in progress – no specified release date
- CR3 Update January 1, 2015

Update on EMS/Trauma Registry – Rob Klein and Christopher Drucker

- NEMSIS standards – Met all 166 certified scematrons
- NTDB – Met all 125 elements
- For FY2015, xml/web services will be available
- DSHS will be hosting a Health Services Gateway
- Currently 1.2 million records captured
- Looking at ways to link DSHS data

Update from Center for the Judiciary – Holly Doran

- Annual Judicial Conference – Will survey judges regarding CMS

Update from Department of Public Safety HSOC – Maj. David Palmer

- 3 Captains in place
- Hired 2 analysts
- Highway Safety Assessment – Review fatal crashes investigated by DPS, correlating data of contributing factors in crashes.
- Dashboard Access for Troopers

Update from Department of Public Safety Driver's License – Joe Mastracchio

- Drivers Exam back to Schools in Texas
- Impact Texas Driving Team dedicated to Texas teen driver safety
- Commercial Schools will be trained by September
- Talking Distracted Driving a high school level due to requirements on tests
- Drivers school separate at TEA
- Implementing Standards through examiners

Introduction of TxDOT Roadway Information Management – David Freidenfeld

- Housed in Transportation Planning and Programming
- Statewide database of roadway inventory
- GIS Environment
- All city streets are mapped
- Political and other boundaries defined will be added by end of December
- GRID – Name of Inventory data model. Needs updating

Update from Traffic Safety Section – Terry Pence

- HSP July 1 NHTSA Deadline September 1 on projects

Adjourn 4:00 p.m.



TRCC

Wednesday, December 4, 2014

2 p.m. – 4 p.m.

TxDOT HQ Riverside, Bldg. 118 Rm 43

Meeting Agenda

PURPOSE

By Regulation, to meet the FY2015 TR requirements, the TRCC must meet a minimum of 3 times after July 1 2014

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- Department of Public Safety – Maj. David Palmer and Joe Mastracchio
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Who shares Data with Who
 How the Data is Used
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 Barriers to Sharing More

Next Meeting:

March 18, 2015, TxDOT, 118 Riverside, 2 p.m. – 4 p.m.

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- ✓ Carol Rawson
- ✓ Terry Pence
- ✓ Debra Vermillion
- ✓ Freddie Summer
- ✓ Christopher Drucker
- ✓ JoeAnna Mastracchio
- ✓ Laura Weiser
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- ✓ Margo McCormick
- ✓ Angie Suarez
- ✓ Stephen Ratke
- ✓ Kevin Wilkie

HANDOUTS:

- Agenda
- Model Performance Measures

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- Annual Report is due



TRCC

Tuesday, January 27, 2015

2 p.m. – 4 p.m.

TxDOT HQ Riverside, Bldg. 118 Rm 43

Meeting Agenda

PURPOSE

By Regulation, to meet the FY2015 TR requirements, the TRCC must meet a minimum of 3 times after July 1 2014

Agenda

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- **Continued meeting from December 4: TRCC Discussion Items**

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Benefits to Sharing

Unified Systems and Big Data's 4 Vs

Velocity

Volume

Variety

Value

Next Meeting:

March 18, 2015, TxDOT, 118 Riverside, 2 p.m. – 4 p.m.

ATTENDEES

- xCarol Rawson
- ✓Terry Pence
- ✓Debra Vermillion
- ✓Freddie Summer
- ✓Christopher Drucker
- ✓JoeAnna Mastracchio
- ✓Laura Weiser
- ✓Rob Klein
- ✓Maj. David Palmer
- xFrank Marrero
- xCasey Kennedy
- xDavid Freidenfeld
- xMargo McCormick
- ✓Angie Suarez
- xStephen Ratke
- Other: Sam Nagak, Jim Hollis, Jim Kilchenstein, Don Jensky

HANDOUTS:

- Agenda

Minutes

Open conversation on data available

TxDOT – Can provide other entities data because the statute governing allows this

DSHS – Can share with Department of Insurance and Rehab Commission only according to Section 92.06

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Code to review 28CFR Part 23 – CGIS System of Record

Overall, need to work toward long term goals regarding statutes

DSHS project – linking data and reporting back should be one goal



TRCC

Wednesday, March 18, 2015

2 p.m. – 4 p.m.

TxDOT HQ Riverside, Bldg. 118 Rm 43

Meeting Agenda

PURPOSE

By Regulation, to meet the FY2015 TR requirements, the TRCC must meet a minimum of 3 times after July 1 2014

Agenda

- **Welcome and Introductions** – Carol Rawson and Freddie Summer

- **Project Presentations**

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TxDOT Roadway Data – Jennifer Bierman and David Freidenfeld

DPS Citation Database – Maj. David Palmer

OCA Statewide eCitation System

TxDOT Traffic Safety – Terry Pence and Freddie Summer

DSHS EMS/Trauma – Christopher Drucker and Rob Klein

- Vote for Projects

Next Meeting:

TBD

ATTENDEES

- ✓ Carol Rawson
- ✓ Terry Pence
- vDebra Vermillion
- ✓ Freddie Summer
- ✓ Christopher Drucker
- XJoeAnna Mastracchio
- XLaura Weiser
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- ✓ Maj. David Palmer
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- ✓ Thomas Sullivan
- ✓ Sam Aguirre

HANDOUTS:

- Agenda
- FY2016 Proposed Projects

Minutes

All activity at this meeting was talking about proposed projects. See project list attached for proposed project information.

Update from Traffic Safety Section – Terry Pence

- Fiscal Overview
- Portion of funds have been received through May 31
- NHTSA will be redistribution GDL, DD, ID
- \$ 8.2 million is projected for FY2016

Attachment 2.3: TRCC Membership and Organization

- The following is the list of members of the Traffic Records Coordinating Committee, the organizations those members represent, and the function area covered

State of Texas Traffic Records Coordinating Committee

- (1) Carol Rawson, P.E., Division Director,
Traffic Operations Division, Texas Department of Transportation**
Representing vehicle registration, motor carrier, roadway, and the Governor's Highway Safety Representative is Carol Rawson, Division Director of the Traffic Operations Division of the TxDOT. Ms. Rawson is instrumental in bringing together some of the key elements in collecting Texas traffic records. The TRCC designated and appointed Ms. Rawson as the Traffic Records Coordinator.
- (2) Debra Vermillion, Director,
Crash Data and Analysis Section, Texas Department of Transportation**
Representing Crash Records Information System (CRIS), crash data, and the Fatality Analysis Reporting System (FARS) is Debra Vermillion. Ms. Vermillion is the Director of the Crash Data and Analysis Section at TxDOT. She oversees the development, implementation, and maintenance of CRIS and the training and support of law enforcement using CRIS. She is responsible for the integrity, accuracy, analysis, and dissemination of crash data. She has over 31 years of experience in crash data collection, analysis, and reporting.
- (3) JoeAnna Mastracchio, Deputy Assistant Director
Enforcement/Compliance, Driver License Division, Texas Department of Public Safety**
Representing driver licensing and driver history is Joanna Mustachio. She works closely with TxDOT and is responsible for collecting, maintaining, and providing accurate driver history records and issuing quality driver licenses and identification cards.
- (4) Christopher Drucker, PhD, Epidemiologist
Injury Epidemiology & Surveillance Branch, Texas Department of State Health Services**
Representing the Department of State Health Services' Injury Epidemiology & Surveillance Branch, which houses the EMS/Trauma Registry (MAVEN), is Christopher Drucker, PhD. Dr. Drucker is the Epidemiologist Team Lead and works collaboratively with the registry's project and program managers on forwarding the important efforts in the linking process of EMS and Hospital data with crash records. Dr. Drucker is a subject matter expert on the EMS/Trauma Registry and has expertise with the epidemiology of injuries associated with and factors related to motor vehicle crashes.
- (5) Major David Palmer, Texas Highway Patrol
Texas Department of Public Safety**
Representing State Law Enforcement is Major David Palmer. Major Palmer is with the Texas Highway Patrol Division of the Texas DPS. Major Palmer provides insight on enforcement and citation issues, as well as the needs of the law enforcement officers who collect citation and crash data.

State of Texas Traffic Records Working Group and Other Contributors

Terry Pence, Director, Traffic Safety Section, Texas Department of Transportation

Freddie Summer, Program Manager, Traffic Safety Section, Texas Department of Transportation

Jim Hollis, Programs Director, Traffic Safety Section, Texas Department of Transportation

Sam Aguirre, Supervisor, Traffic Safety Section, Texas Department of Transportation

Robert Klein, EMS Trauma Registry, Texas Department of State Health Services

Casey Kennedy, Policy and Procedure, Office of Court Administration, State of Texas

David Freidenfeld, Transportation Planning and Programming, Texas Department of Transportation

Margo McCormick, Texas Department of Transportation Contractor, NF Consulting

Angie Suarez, Driver's License Division, Texas Department of Public Safety

Holly Doran, Texas Center for the Judiciary

Jennifer Beirman, Data Management, Roadway Records, Texas Department of Transportation

Captain Kevin Wilke, Texas Department of Public Safety

Jon Graber, Texas A&M University Texas Transportation Institute

Representatives from the National Highway Traffic Safety Administration and the Federal Highway Administration are also regularly in attendance and provide feedback and input.

Attachment 2.4: Interim Progress Reports/ Performance Measures

- The following shows the interim progress reports for targets set for performance measures in crash records and mimic the TRIPRS interim progress reports. These performance measures are contained as part of the Texas Traffic Safety Information Systems Strategic Plan (Attachment 2.5)

4.0 Performance Measures

Performance Measure #1: Timeliness of Crash Reporting

- A. Performance Measure Used to Track Improvements**
Crash/Timeliness 2 - Availability of reports to the public.
- B. Narrative Description of Calculation / Estimation Method**
C-T-2: The percentage of crash reports entered into the database within 30 days after the crash
- C. Date: April 1, 2013 – March 31, 2014** Baseline Value for Measure: 88.4%
- D. Date: April 1, 2014 - March 31, 2015** Current Value for Measure: 93.58%
- E. Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates**
Traffic Records Assessment Reference Number 1-A.1 and 1-A.3 (Management and System Issues/Recommendations) document TxDOT’s efforts to implement an electronic reporting system. Additionally, Traffic Records Assessment Reference Number 4-A.4 documents TxDOT’s’ efforts to capture crash data electronically.

Required Data	April 1, 2013 – March 31, 2014	April 1, 2014 – March 31, 2015
Number of crash reports submitted	527,748	561,438
Average number of days between date of crash and availability in warehouse	18.70	12.46
Number of crash records available for reporting within 30 days of the date of crash	463,579	525,372
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash	87.77%	93.58%

Performance Measure #2 COMPLETENESS of the EMS & Trauma Registries

A. **Performance Measure Used to Track Improvements**
Completeness 1-C-1: The percentage of Hospital (Trauma Registry) patient care reports with no missing *critical* data elements. Critical data elements identified by NHTSA and selected for performance measure include: Discharge Date and Time.

B. **Narrative Description of Performance Measure Calculation**

Baseline Period:

The number of Hospital (Trauma Registry) records submitted was 129,824. The percentage of patient care reports with no missing *critical* data elements was 21.9%.

Performance Period:

The number of Hospital (Trauma Registry) records submitted was 98,821. The percentage of patient care reports with no missing *critical* data elements was 27.9%.

Baseline Period	Performance Period
April 1, 2013 – March 31, 2014	April 1, 2014 – March 31, 2015
The percentage of Hospital (Trauma Registry) patient care reports with no missing critical data elements.	The percentage of Hospital (Trauma Registry) patient care reports with no missing critical data elements.
Discharge Date and Time: 21.9%	Discharge Date and Time: 27.9%
<u>Improvement</u>	
<u>Critical Date Element</u>	<u>Percent Change</u>
Discharge Date and Time:	27.4%

C. **Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates**
Injury Surveillance System Information, 2-F.8, Page 18

Attachment 2.5: Traffic Records Strategic Plan

- The following is the updated and current Traffic Records Strategic Plan

2016 Update to the Texas Traffic Safety Information System Strategic Plan

Prepared for

National Highway Traffic Safety Administration

Prepared By

Texas Department of Transportation *with the*

Texas Traffic Records Coordinating Committee

June 2015

1.0 Texas Traffic Records Coordinating Committee Documentation

Introduction

This Update to the 2016 Texas Traffic Safety Information System (TSIS) Strategic Plan was developed by the Texas Traffic Records Coordinating Committee (TRCC) with support from the Texas Department of Transportation (TxDOT) to advance the performance and quality of the State's traffic records data.

The Role of the TRCC

The TRCC is a statewide stakeholder forum created to facilitate the planning, coordination and implementation of projects to improve the State's traffic records system. The Texas TRCC is a partnership of representatives from the transportation, law enforcement, criminal justice, and health professions. As such, the TRCC is the body responsible for improving the performance and quality of the data used to support highway safety analyses and countermeasure selection in Texas.

The core membership of the Texas TRCC is described below. The State's Executive Charter (provided below) and Designation of TRCC and Traffic Records Coordinator Designation have changed from last year's plan.

Representation

Representing vehicle registration, motor carrier, roadway, and Governor's Highway Safety Representative is Carol Rawson, Division Director of the Traffic Operations Division of the TxDOT. Ms. Rawson is instrumental in bringing together some of the key elements in collecting Texas traffic records. The TRCC designated and appointed Ms. Rawson as the Traffic Records Coordinator. Representation of the vehicle information system was transitioned to the Texas Department of Motor Vehicles (DMV) during FY 2011.

- Carol Rawson, P.E., Division Director, Traffic Operations Division
Carol.Rawson@txdot.gov
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701
(512) 416-3200

Representing Crash Records Information System (CRIS), crash data, and the Fatality Analysis Reporting System (FARS) is Debra Vermillion. Ms. Vermillion is the Director of the Crash Data and Analysis Section at TxDOT. She oversees the development, implementation, and maintenance of CRIS and the training and support of law enforcement using CRIS. She is responsible for the integrity, accuracy, analysis, and dissemination of crash data. She has over 31 years of experience in crash data collection, analysis, and reporting.

- Debra Vermillion, Director, Crash Data and Analysis Section
Debra.Vermillion@txdot.gov
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701
(512) 416-3137

Representing driver licensing and driver history is Joanna Mustachio. She works closely with TxDOT and is responsible for collecting, maintaining, and providing accurate driver history records and issuing quality driver licenses and identification cards.

- JoeAnna Mastracchio, Deputy Assistant Director, Enforcement & Compliance Services
Driver License Division
JoeAnna.Mastracchio@dps.texas.gov
Texas Department of Public Safety
5805 North Lamar Boulevard
Austin, TX 78752
(512) 424-5415

Representing the Department of State Health Services' Injury Epidemiology & Surveillance Branch, which houses the EMS & Trauma Registries (MAVEN), is Christopher Drucker, PhD. Dr. Drucker is the Branch Manager and works collaboratively with the registry's project manager on forwarding the important efforts in the linking process of EMS and Hospital data with crash records. Dr. Drucker is a subject matter expert on the EMS & Trauma Registries and has expertise with the epidemiology of injuries associated with and factors related to motor vehicle crashes.

- Christopher Drucker, PhD, Branch Manager
Christopher.Drucker@dshs.state.tx.us
Injury Epidemiology & Surveillance Branch
Texas Department of State Health Services
1100 West 49th Street
Austin, TX 78714
(512) 776-3575

Representing adjudication and citations is the Honorable Laura A. Weiser. She is the Texas Judicial Resource Liaison for the Texas Center for the Judiciary. She ensures that there is increased training, technical assistance, and support for Texas judges handling traffic safety issues, case processing, and disposition systems for efficient and expedient disposition of traffic safety-related cases.

- Judge Laura A. Weiser
lweiser@yourhonor.com
Texas Center for the Judiciary
1210 San Antonio Street, Suite 800
Austin, TX 78701-1834
(512) 482-8986

Representing State Law Enforcement is Major David Palmer. He is a Major with the Texas Highway Patrol Division of the Texas DPS. Major Palmer provides insight on enforcement citation issues, as well as the needs of the law enforcement officers who collect citation and crash data.

- Major David Palmer
David.Palmer@dps.texas.gov
Texas Highway Patrol
Texas Department of Public Safety
5805 North Lamar Boulevard
Austin, TX 78752
(512) 424-2099

This group of individuals serves as the executive-level committee, as many are the managers of the individual core systems with the authority to make decisions regarding the functionality and accessibility of the systems.

TRCC Operation

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

- a) Includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations;
- b) Has authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;

- c) Provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and the organizations in the State that create, maintain and use highway safety data and traffic records;
- d) Considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;
- e) Represents the interests of the agencies and organizations within the traffic records system to outside organizations; and
- f) Reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.

Executive Charter

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

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

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

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

A. Objective

To provide an interagency Traffic Records Coordinating Committee (TRCC) composed of voting members from the Texas Department of Public Safety (TxDPS), Texas Department of Transportation (TxDOT), Texas Department of State Health Services (DSHS), and Texas Center for the Judiciary (TCJ) 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 the TCJ

Each member shall serve at the discretion of their Department Director and shall have The authority to recommend projects for funding to support the Texas Traffic Safety Information System Improvement Program. Final funding authority resides with the Traffic Records Coordinator at the Texas Department of Transportation

D. TRCC Purpose

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

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

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

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

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

E. TRCC Duties and Responsibilities

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

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

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

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

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

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

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

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

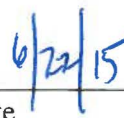
The TRCC will review and evaluate new technologies to keep the highway safety data and traffic records systems up to date.

I, Carol Rawson, as TRCC Coordinator, hereby certify that this charter legally mandates the TRCC with specified functions as contained within

Signed



Carol T. Rawson, P.E., Division Director
Traffic Operations Division
TRCC Coordinator and Chair



Date

2.0 Assessment and Benchmarking

2.1 Status of the 2007 Traffic Record Assessment Recommendations Update

In October 2007, TxDOT hosted a NHTSA Technical Assessment Team to conduct the State of Texas TRA. The final TRA report made numerous recommendations. The State then identified a general timeline for initiation or completion of those recommendations. The following table provides an update on the status of those recommendations.

The State's most recent assessment or update of its highway safety data and traffic records system was completed on 3/25/2013 which updated Texas's highway safety data and Traffic Records system to address each recommendation from the Assessment conducted on 10/26/2007. All updates contained within have been approved by the Traffic Records Coordinating Committee as of 6/17/15.

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TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
1-A	Crash Information			
1-A.2	Complete the data entry of backlogged reports by February 2008 as planned.	TxDOT	Near-term	Completed:
1-A.7	Develop a process to add the CRB-3C (commercial motor vehicle (CMV) Report) information to the CRIS database.	TxDOT	Near-term	Completed:
1-A.8	Maintain the liaison role that DPS has with the over 2,000 local law enforcement agencies as the CRIS responsibility is transitioned to TxDOT.	DPS/TxDOT	Near-term	Completed:
1-A.9	Consider integrating CMV processing into the routine crash processing effort.	TxDOT	Near-term	Completed:
1-A.1	Develop a formal plan to support electronic reporting of crash data and assure that the plan will allow an interface with local RMSs.	TxDOT	In progress/Mid-term	Completed:
1-A.3	Establish a new standard data entry process upon completion of the backlog elimination efforts. The new process should include electronically transmitted data, as well as paper reporting.	TxDOT/DPS	In progress/Mid-term	Completed:
1-A.6	Pursue MMUCC compliance of the crash report form and the CRIS database.	TxDOT	Mid-term	Completed:
1-A.4	Include in the data entry process the ability to integrate with other databases, e.g., the driver and vehicle systems to auto-populate CRIS with driver vehicle information.	DPS/TxDOT	Research completed/Long-term	TxDPS Driver License information is protected under Texas Transportation Code, chapter 730 and it is not available for use with this application. Legislation would be required to comply with this recommendation. TxDOT is currently designing and developing the interfaces for pre-population of the driver license, vehicle and insurance fields with source data.

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TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
1-A.5	Develop a plan for improved accessibility to crash information where appropriate, i.e., web access for reporting and query capabilities.	TxDOT	Mid-term	<p>Completed:</p> <p>TxDOT provides data extract files containing all data collected to other agencies and the general public upon request. An on-line data request form is available for specific data request and the annual crash data statistics reports are published on the TxDOT website. TxDOT is currently developing and will deploy in late 2015, a web based query tool. This tool will allow the public to build and submit data queries or choose from standard queries and receive the results immediately.</p> <p>TxDOT deployed an automated process for requesting and distributing raw crash data files (Extract files) in Fall 2013.</p> <p>CRASH users are able to access crash data, through the use of a business intelligence tool, using reports and dashboards</p> <p>TxDOT has provided direct access to the Crash Records Information System (CRIS) and it's applications to 3 City/County Offices, 2 University Research facilities, 7 federal agencies, 4 state agencies, and 7 Metropolitan Planning Organizations.</p>
1-A.11	Develop a marketing plan to inform Texas safety partners about the availability of timely and quality crash data.	TxDOT	Long-term	This continues to be a long term project

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
1-B	Roadway Information			
1-B.1	Include local engineering and safety professionals in strategic planning for traffic records systems.	TRCC	Near-term	No progress to report
1-B.2	Include representation on the Traffic Records Coordinating Committee of local engineering and safety professionals.	TRCC	Near-term	No progress to report
1-C	Vehicle Information			
1-C.1	Participate actively in the new TRCC to assure that all opportunities to identify and incorporate into the Vision 21 system definition those features that would be useful to and from other components of the traffic records system are examined and adopted. This is particularly true for using a common identifier for persons who are drivers and vehicle owners and to facilitate the desirable links with the CRIS.	TxDOT/DMV	Long-term	The Texas legislature created a new agency in 2009, Texas Department of Motor Vehicles, which now oversees the Vision 21 project. We will seek their participation in the TRCC.
1-D	Driver Information			
1-D.1	Participate actively in the new TRCC to assure that all opportunities to identify and incorporate into the revised driver records system definition those features that would be useful to and useful from other components of the traffic records system are examined and adopted. This is particularly true for using a common identifier for persons who are drivers and vehicle owners and to facilitate the desirable links with the CRIS.	DPS	The driver information system is already being reengineered at this time; already interfacing and sharing data; there is no common identifier between DPS, TxDOT and DMV databases	Completed:
1-E	Citation/Adjudication Information			
1-E.1	Oversee and facilitate communication related to electronic citation systems, between the judiciary and law enforcement agencies throughout the State, through the TRCC.	TRCC	Will be massive undertaking and would require statutory approval; no single citation used in TX and no Court Administration as in other states	Office of Court Administrators project has been selected for funding in FY2016 to collect requirements for a statewide eCitation System. It is anticipated that OCA will work in partnership with courts in Texas as well as Department of Public Safety.

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
1-E.2	Design and develop a distribution system for a statewide uniform citation which can be sequentially numbered and tracked as the basis for a citation tracking system for the State, or minimally develop a “proof of concept” with DPS.	Requires Legislative Action OCA	Under review by OCA starting FY2016	Project funding has been awarded for FY2016
1-E.3	Investigate the potential for a DWI tracking system using information from TCIC (Texas Crime Information Center) and the Administrative License Revocation paperwork that is sent to Driver License Division (DLD), with matches to the convictions sent from the Courts.	OCA	Near-term	Pilot has been planned but no progress has been made over the last year. OCA indicated that the Texas State Supreme Court has implemented the start of electronic records for civil cases and criminal electronic filing will be near term.
1-F Injury Surveillance System Information				
1-F.1	Continue to utilize the GETAC recommendation of acquiring one year of a full-time IT specialist to bring EMS/Trauma registry software and computers up-to-date. This will prevent intermittent crashes and downtime that may cause providers and hospitals to lose confidence in the system.	DSHS	term	Ongoing – DSHS continues to utilize a full-time IT specialist to assist with troubleshooting data processing errors in the new system (MAVEN) and issues with customer access to the system. Since implementing the new system on September 17, 2012, there has only been down time to put a new build into production.
1-F.6	Continue the many uses of the EMS/Trauma Registry, including injury prevention programs and trauma designation processes, and publicize these through involvement with the TRCC and through injury prevention and EMS conferences.	DSHS	Near-term	Ongoing DSHS registry staff hold stakeholder webinars presenting EMS and Hospital Summary Reports and made presentations at the 2015 Traffic Safety Conference; TxDOT Motorcycle Assessment; Texas Trauma Coordinator’s Forum; and GETAC’s Injury Prevention Committee, EMS Committee, and Trauma Systems Committee.
1-F.5	Develop an RFO to accept proposals from vendors to provide a software system to replace the current Trauma Registry software	DSHS	Term	Completed
1-F.2	Develop and sign a contract with the chosen vendor to provide Trauma software to replace the current Trauma Registry.	DSHS	Term	Completed

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TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
1-F.3	Promote the value of the data in the ISS components to traffic safety partners and stakeholders.	DSHS	Mid-term	<p>Ongoing</p> <p>DSHS staff is represented on the external traffic safety group Impaired Driving Task Force and promotes the ISS values in venues such as the Strategic Highway Safety Plan meetings.</p> <p>DSHS updates stakeholders through quarterly webinars in which progress on linking EMS and hospital data to CRIS is discussed. DSHS also provides EMS and Hospital statistics on motor vehicle related causes of injury to stakeholders and legislators as requested</p>
I-F.4	Assure that all managers of the Texas ISS components participate fully in the TRCC.	DSHS	Will work with managers through TRCC working groups/term; formal expansion of TRCC/term	<p>Ongoing</p> <p>DSHS Program and Project managers and Section Director are briefed about the TRCC activities and DSHS' involvement.</p>

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
2-A	Crash Information Quality			
2-A.3	Establish an ongoing law enforcement training program specifically dedicated to improving crash data timeliness, completeness, accuracy, and consistency.	TxDOT with DPS	Near-term A CRASH help desk that runs 24/7/365 was deployed when CRASH deployed on 10/1/2011.	Ongoing: Upon initial deployment of the 2010 CR-3 form, TxDOT and DPS worked together to train law enforcement agencies; ultimately, TxDOT assumed sole responsibility for training. TxDOT personnel provide CRASH training to law enforcement. TxDOT will deploy an Automated Training Program for CRASH training in Fall 2016
2-A.1	Establish a formalized Quality Control program for the measurement of timeliness, completeness, consistency, and accuracy of crash data.	TxDOT	Mid-term	Ongoing: TxDOT has a data correction team that audits the data entry vendor and the audit facility allows the analyst to correct or reject the record. The data entry vendor is contractually held to a 95% accuracy rate. CRIS currently has 800+ Business Rules and Edits that validate data before it is available for analysis. Data accuracy reports are generated on a regular basis and end users may submit data correction request. Identified erroneous data is corrected by the TxDOT correction team using the Crash Correction Facility (CCF) or Interactive Locator (IL) applications in CRIS.

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
2-A.2	Use the results of the Quality Control program to develop baseline quality and performance measures for strategic planning purposes.	TxDOT	Mid-term	Ongoing.
2-A.4	Promote broad acceptance of electronic data capture and reporting (to CRIS) by all law enforcement agencies in the State.	TxDOT	Long-term	<p>Ongoing:</p> <p>With the deployment of CRASH in October 2011 Texas has provided demos of the CRASH application at various conferences and law enforcement agencies. Law enforcement agencies using CRASH also promote the application to other officers and agencies throughout the state. In response to law enforcement needs, TxDOT has implemented XML Submission as another option for electronic submission.</p> <p>As of 4-11-15, 86.38 % of crash reports are submitted electronically</p>
2-A.5	Develop appropriate Internet accessibility to crash and traffic records systems.	TxDOT	No plan to do this.	<p>TxDOT is currently developing and will deploy in late 2015 a web based query tool. This tool will allow the public to build and submit data queries or choose from standard queries and receive the results immediately.</p> <p>TxDOT deployed an automated process for requesting and distributing raw crash data files (Extract files) in Fall 2013.</p> <p>TxDOT deployed an online purchase system in February 2014. This system allows individuals involved in crashes to purchase and download there crash report instantaneously.</p>

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TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
2-B	Roadway Information Quality			
2-B.1	Involve local road and safety engineers in planning for data needs.	TxDOT/ TRCC	Through working groups/Near-term; formally expanding TRCC/term	Ongoing Through working group meetings.

<p>2-B.2</p>	<p>Give serious consideration to provide local agencies access to road features and crash data on their roads for highway safety programming functions.</p>	<p>TxDOT</p>	<p>COGs already are asking for this information (TTI may help TxDOT with this)/term</p>	<p>Ongoing: TxDOT regularly provides crash data to anyone requesting such; data extracts of crash data are routinely provided to local entities for various safety initiatives or analysis – currently 12 MPOs/COGs and numerous local governments receive data extracts for either their region or the entire state; law enforcement agencies using CRASH have access to all data entered by their officers. Currently testing direct access to CRIS with CRASH agencies. TxDOT deployed an automated process for requesting and distributing raw crash data files (Extract files) in Fall 2013. TxDOT is currently developing and will deploy in late 2015, a web based query tool. This tool will allow local agencies, MPOs and the public to build and submit data queries or choose from standard queries and receive the results immediately. TxDOT has provided direct access to the Crash Records Information System (CRIS) and it's applications to 3 City/County Offices, 2 University Research facilities, 7 federal agencies, 4 state agencies, and 7 Metropolitan Planning Organizations.</p>
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TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
2-C	Vehicle Information Quality			
	None.			
2-D	Driver Information Quality			
	None.			
2-E	Enforcement/Adjudication Information Quality			
2-E.1	Develop an avenue for regular feedback from the courts to police agencies related to timely filing of citations and any common errors that might occur.	Courts	Would require courts to communicate back to law enforcement/at this time	Some Progress: Dept. of Public Safety is building the Highway Safety Operations Center(HSOC) which will integrate with OCA data. OCA will be collecting requirements in FY2016
2-E.2	Provide training for officers or a regularly scheduled newsletter that addresses issues with charging documents and charging language. This effort will promote both correct and uniform charging language, which will save time for officers, citizens, and court personnel.	N/A	Extensive undertaking to implement uniform charging language and would require buy-in from counties, municipalities, prosecutors, etc./Not at this time	No progress
2-E.3	Provide, pursuant to allowances by state statutes, court personnel with electronic access to driver history information.	N/A	Prosecutors have access to this information and decide what to share with judges./Not at this time	OCA's case registry system was implemented in September 2009 has been shut down due to lack of funding.
2-F	Injury Surveillance Systems Information Quality			
2-F.1	Seek legislative funding to support the ongoing operation and needs of the EMS/Trauma Registry data collection system.	DSHS	Term	Ongoing Secured DSHS matching funding for TxDOT e-Grant for FY2015 and have been approved for funding for FY2016.

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
2-F.2	Continue to work with the GETAC Injury Prevention Committee to raise awareness of the needs of the EMS/Registry and identify a legislator to champion the cause of injury prevention.	DSHS	In progress/Near-term	<p>Ongoing</p> <p>Injury Epidemiology & Surveillance Branch staff continues to present data and statistics to various GETAC subcommittees (EMS, Trauma Systems, and Injury Prevention) on a quarterly basis. Recent GETAC committees seen Injury Epidemiology & Surveillance Branch staff opening new collaborations with other GETAC subcommittees (Stroke, Cardiac Care, and Medical Directors)</p> <p>Identification of a legislator to champion the cause of injury prevention is ongoing. Data from the EMS & Trauma Registries has been utilized by stakeholders to educate legislators on the importance of the EMS and trauma systems of care in Texas during the past 84th Texas Legislature.</p>

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TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
2-F.3	Work with EMS providers and hospitals submitting data to the EMS & Trauma Registries to determine the data elements to submit to the new EMS & Trauma Registries.	DSHS	Term	<p>Ongoing</p> <p>The Injury Epidemiology & Surveillance Branch's EMS & Trauma Registries will be moving to the National EMS Information System (NEMESIS V3.3.4) and National Trauma Data Bank (NTDB 2015) data standards. These standards are utilized by EMS and hospitals and are considered the gold standard for data collection.</p> <p>DSHS continues to work with stakeholders on the inclusion of Texas specific customer data elements</p>
2-F.4	Use the hospital discharge data set to calculate the number of major trauma cases in Texas in order to estimate the extent of underreporting to the EMS & Trauma Registries.	DSHS	In-progress / Near-Term	<p>Ongoing</p> <p>The Injury Epidemiology & Surveillance Branch will be obtaining Hospital Discharge Data (2003-2013) to estimate the extent of underreporting to the EMS & Trauma Registries during FY2015.</p> <p>Legislation has passed that would make Hospital Discharge Data available at no cost to the Injury Epidemiology & Surveillance Branch.</p>

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TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
2-F.8	Continue to promote the usefulness of the EMS & Trauma Registries data by working with injury prevention planners, producing data reports, and presenting at injury prevention conferences.	DSHS	In progress/ Near-term	<p>Ongoing</p> <p>Injury Epidemiology & Surveillance Branch staff promotes the usefulness of the registry data by presenting data and statistics to various GETAC committees in addition to other external forums such as the 2015 Traffic Safety Conference and Impaired Driving Forum.</p> <p>Future venues for data presentations include Texas EMS Conference, The American College of Rehabilitation Medicine, and The National Association of State EMS Officials' (NASEMSO) Highway Incident & Transportation Systems (HITS) meeting.</p>
2-F.11	Assure that all managers of the key components of a statewide Injury Surveillance System are aware of and participate fully in the TRCC.	DSHS	Not formally expanding TRCC at this time, but will incorporate through working groups/ Near-term	<p>Ongoing</p> <p>The Injury Epidemiology & Surveillance Branch manager, EMS & Trauma Registries project manager, and Unit and Section Directors are briefed about the TRCC activities and DSHS involvement</p>
2-F.5	Undertake a 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.	DSHS	In-progress/ Term	<p>Ongoing.</p> <p>The Injury Epidemiology & Surveillance Branch has successfully linked EMS and hospital records with Crash data for 2010-2013. The Injury Epidemiology & Surveillance Branch has created capability for hospitals to share patient outcome data with EMS</p>

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2-F.9	Link the crash and EMS & Trauma Registries data, once crash data become available, so that the burden of motor vehicle crashes in Texas can be better understood.	DSHS and TxDOT	In-progress/ near-Term DSHS is currently working on the algorithm for linking records that will be included in the programming for the new trauma registry record linking function within the registry (MAVEN).	TxDOT provides a data extract file to DSHS to use in their EMS & Trauma Registries system to link crash data with EMS and Hospital records. The Injury Epidemiology & Surveillance Branch has successfully linked EMS and hospital records with Crash data for 2010-2013 and presentations were conducted at the 2015 Traffic Safety Conference and Impaired Driving Forum.
2-F.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.	DSHS	Mid-term	The Injury Epidemiology & Surveillance Branch provides public use data files and through IRB, research use data files, for research and analytic use. Currently developing memorandum of understanding to better share the data for injury prevention. Presentations were made at 2015 Traffic Safety Conference and Impaired Driving Forum.
2-F.6	Determine the feasibility of removing restrictions regarding linkage of the hospital discharge database to other systems in the Injury Surveillance System.	N/A	In progress	Legislation passed during the 84 th Texas Legislature that enables the Injury Epidemiology & Surveillance Branch to obtain Hospital Discharge Data at no cost, effectively removing the barrier to obtaining the data. The bill was signed by the Texas governor on June 9, 2015. The effective date of the bill is unknown at this time. Effective 9/1/12
2-F.7	Investigate the feasibility of establishing a statewide emergency department database.	DSHS	Possible reporting of TBI and SCI that are treated at the hospital for less than 48 hours.	DSHS has begun collecting emergency department data as part of a Rider. This data will be available to the Injury Epidemiology & Surveillance Branch as per the bill that passed in the 84 th Legislature and signed by the governor.

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TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
3-A	Program Management and Evaluation			
	None			
3-B	Research and Program Development			
3-B.1	Encourage and provide resources for the development of a citation tracking system, based on a review by the TRCC of the most viable place to develop and house such a system.	N/A	Will reconsider at another time; legislative action will be required/at this time	Requirements for a tracking system will begin in FY2016 with a partnership of DPS and OCA.
3-C	Policy Development			
3-C.1	Address in the Strategic Plan where the responsibility for highway safety policy development should reside.	TxDOT		Traffic Operations Division manages highway safety policy
3-D	Private Sector and Public Requests			
3-D.1	Continue to produce and update the Motor Vehicle Crash report when more current data become available.	TxDOT	Near-term	Completed
3-D.3	Seek opportunities to provide crash data to the injury prevention and surveillance community once the new crash data become available.	TxDOT	Complete	Crash data requests can now be made through the TxDOT website. Additionally, DSHS is provided a file of data specific to their needs.

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
3-D.2	Begin strategizing for methods of dealing with public and private sector data requests in an easy and timely fashion; this could include web access to a compiled database where users can define and manipulate their own queries.	TxDOT	On Going	<p>Crash data requests can now be made through the TxDOT website.</p> <p>TxDOT deployed an automated process for requesting and distributing raw crash data files (Extract files) in Fall 2013.</p> <p>TxDOT is currently developing and will deploy in late 2015, a web based query tool. This tool will allow local agencies, MPOs and the public to build and submit data queries or choose from standard queries and receive the results immediately.</p> <p>TxDOT has provided direct access to the Crash Records Information System (CRIS) and it's applications to 3 City/County Offices, 2 University Research facilities, 7 federal agencies, 4 state agencies, and 7 Metropolitan Planning Organizations.</p>
4-A	Coordination			
4-A.1	Add local law enforcement and local traffic engineers to the TRCC membership, and other appropriate stakeholders and transportation safety advocates.	TxDOT/ TRCC	Will outreach to additional traffic record stakeholders through working groups/ Near-term	No progress
4-A.2	Provide an opportunity for members of the TRCC to present information regarding their individual data collection, use, or ownership.	TRCC	term	In progress; TRCC members are communicating and sharing challenges/ successes at TRCC meetings
4-A.3	Form a TRCC subcommittee to develop an inventory of data elements and a data dictionary for all components of the diverse traffic records system.	TxDOT		Completed:
4-A.4	Continue, through the TRCC, to plan for electronic data collection and transmission by law enforcement and courts, using electronic crash and citation systems.	TxDOT/DPS	Issue regarding multiple citation forms in use statewide/ Long-term	Completed:

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
4-B	Strategic Planning			
4-B.1	Task the TRCC with the responsibility to follow up on the NHTSA review of the 2007 Section 408 grant submission and consider the suggestions cited above.	TxDOT	The State did not receive any questions from NHTSA; State is considering and acting on recommendations from the TRA	The State is acting on recommendations as documented in this table.
4-B.2	Use the recommendations in this Assessment and begin the process for a Traffic Records Strategic Plan and any future Section 408 grant submissions.	TxDOT	Near-term	Completed
4-B.6	Develop benchmark and performance measures in future Plan updates collaboratively with the project manager, other traffic records partners that may be affected by the project results, and the Traffic Records Coordinator to assure consensus is reached on the appropriate measures to be monitored for progress.	TRCC with consultant support	Completed April 2008	Completed
4-B.3	Assign the TRCC (restructured as recommended in Section 4-A of this assessment) with the responsibility for the development and implementation of the Traffic Records Strategic Plan.	TRCC	TRCC will not be formally expanded at this time; TRCC has been providing input to Strategic Plan since December 2007/ Near-term	The TRCC is implementing the Traffic Records Strategic Plan - ongoing.
4-B.4	Establish project management procedures for each project proposed in the Plan.	TxDOT with TRCC (and project leaders)	Near-term/ Ongoing	TxDOT manages projects funded with Section 405c funds through the eGrants system.
4-B.5	Establish a progress reporting and monitoring system to track all projects listed in the Plan regardless of funding sources.	TxDOT/ Project Managers	Currently, only active projects go in eGrants; Other projects are managed by FIMS; Near-term	No changes made; FFY2015 Section 405c grant-funded projects include performance measure tracking.
4-C	Training and Staff Capabilities			
4-C.1	Determine the training needs for users to better understand the value and application of safety data.	Each core system owner	Not planned; Long-term	Training is currently performed by DSHS and TTI
4-C.2	Develop a clearinghouse to provide information about data service and resources that can assist in analyzing safety data.	N/A	Not at this time	No change in progress.

TRA Reference Number	Management and System Issues/Recommendations	Responsible Agency	Timeframe for Implementation	Status of Activity
4-C.3	Develop an ongoing training program targeting law enforcement to assist with proper completion of crash reports, importance of the data they provide, and the ability to advance electronic crash data collection.	TxDOT	Not started; Near-term	<p>In Progress:</p> <p>Upon initial deployment of the 2010 CR-3 form, TxDOT and DPS worked together to train law enforcement agencies; ultimately, TxDOT assumed sole responsibility for training.</p> <p>TxDOT personnel provide CRASH training to law enforcement.</p> <p>A CRASH help desk that runs 24 hours a day/7 days a week/365 days a year was deployed when CRASH deployed on 10/1/2011.</p> <p>TxDOT will deploy an Automated Training Program for CRASH training in 2016.</p>
4-C.4	Consider including safety stakeholders in training courses offered through the judicial associations to better understand the processing of traffic-related offenses and their impact on traffic safety programs.	N/A	Current TRCC membership does not have control over this.	No change in progress.

2.2 Core System Status

This section provides an update on the status of core systems. More extensive documentation regarding the progress made on individual systems can be found in the minutes of the Texas TRCC meetings.

Crash Data System (CDS)

With training complete on the revised 2010 crash report form; resources were dedicated to the development of the Crash Reporting and Analysis for Safer Highways (CRASH) component of the Crash Records Information System (CRIS). The CRASH component was developed with input from local law enforcement officers around the state and the State Highway Patrol. The component was completed and deployed in October 2011. CRASH allows officers to submit data directly to the state's crash repository by keying crash data from their desktop, laptop or in-car patrol unit. The component has built in edits that guide and assist the officer in properly completing the report. Along with this component the state provides a 24-hour, 7-day a week, 365- days a year TxDOT Help Desk. This allows law enforcement to receive immediate assistance whenever it is convenient or necessary. TxDOT implemented XML Submission in July 2012 as another option for electronic submission.

Injury Surveillance Systems

The Department of State Health Services (DSHS) houses the official state EMS & Trauma Registries (MAVEN) which was implemented in September 2012. Implementation of the new system included conducting system demonstrations in Austin, Dallas, and Houston as well as providing over 80 training webinars to EMS and hospital staff responsible for reporting to the EMS & Trauma Registries. DSHS Registry Program has hired two contractors - an IT Specialist and a Project Manager. The responsibility of the IT Specialist includes maintaining the current registry, fixing minor defects, and making minor improvements. Since there has been an IT Specialist on board (for more than 2 years), the Registry has been steadily working, with down time only for regular maintenance. The EMS & Trauma Registries is a commercial off-the-shelf product built by Consilience that allows reporting entities to submit data to the state via file upload or web data entry. The EMS & Trauma Registries is transitioning to the National EMS Information System (NEMESIS) V3.3.4 and National Trauma Data Bank 2015 data standards.

Roadway System

The Transportation Planning and Programming Division of TxDOT is the owner of the roadway file. Significant improvements to the accuracy of the GIS data and Roadway Inventory were achieved in 2013. The current mainframe system houses all inventory data

for 300,000+ miles of roads. The GIS data mirrors the legacy data in spatial format. However, the TRM system is the document of record for roadways at TxDOT.

The GIS data is continually improved using the latest Imagery and GPS data to verify/correct the roadways. Additional detail has been added to the GIS roadway network for local streets (streets with a functional classification of local) and federal roads. The TxDOT GIS roadway network now includes all on system roadbeds, frontage roads, ramps, turnarounds and connectors as well as functionally classified city streets, county roads, local streets and federal roads. Data quality was increased by developing new QA/QC tools for the GIS data and Roadway Inventory. The tools help identify routing problems and any differences between the legacy inventory system and GIS data.

Driver Licensing System

The Driver License System (DLS) managed by the - Texas DPS contains over 16 million active records. The Texas DPS Driver License Division issues driver licenses and administers programs for enforcement and compliance of driver safety.

Vehicle Registration System

The 81st Texas legislature created a new agency in 2009, the Texas Department of Motor Vehicles, which now oversees the vehicle registration system and the Vision 21 project. The Vehicle Titles and Registration Division (formerly within TxDOT) business processes have not been reviewed in several years and need updating and streamlining to gain maximum efficiency and production. The Vision 21 plan is to effect these changes and design the automated system to support the revised business processes. The Vision 21 project addresses the need to update the legacy registration and titling system and subsystems for Texas vehicles. New technology and programming techniques can enable a more robust, agile environment, and respond more quickly to new requests, including legislative mandates. Plans are to design the system around the newly designed business processes, statutes, policies, and procedures. The project will deliver a system that: 1) is more responsive to customers; 2) is more timely and responsive to law enforcement; 3) meets the changing demands of society for more information available at any time; 4) provides the motoring public secure access to their vehicle information; 5) ensures improved data integrity and security; 6) increases the efficiency and effectiveness of processing revenue collection and distribution; and 7) has real-time or near real-time environment, thus moving out of the batch processing mode.

Citation/Adjudication System

The Automated Registry (AR) system was implemented in September 2009 and is currently shut down due to funding.

3.0 Traffic Records Strategic Action Plan

3.1 Status of the Texas TSIS Strategic Action Plan

Table 3.1 provides an update on the specific actions or projects that were recommended to advance the accessibility, accuracy, completeness, integration, timeliness, and uniformity of traffic records in Texas and to strengthen the TRCC program. Table 3.2 provides the status of recent traffic records projects.

Table 3.1 Action Plan

Objective	Activity/Description	Status Update
<p>1. Improve the Leadership and Coordination of the TRCC</p>	<p>1.1 Formalize and Focus TRCC Meetings <i>Purpose:</i> To develop standing agenda items to be discussed every meeting. <i>Description:</i></p> <ul style="list-style-type: none"> • System development updates by agencies. • Status of other projects defined in this Action Plan, including contractor progress if they are used. • Status of grant applications and requests. • Presentation of recent data analyses and data use by members. <p><i>Measurement of Progress:</i> Regular meetings of the TRCC.</p>	<p><i>Measurement of Progress:</i> TRCC meetings were held. The dates for the TRCC meetings were August 6, 2014 October 8, 2014 January 27, 2015 March 18, 2015 Planned Meetings are: August 13, 2015 November 5, 2015 March 22, 2016</p>
	<p>1.2 TRCC Working Groups <i>Purpose:</i> To develop smaller working groups for vetting specific issues. <i>Description:</i> Form at least three separate committees which will be subgroups below the TRCC, but not part of the TRCC:</p> <ul style="list-style-type: none"> • Citation and Adjudication Information Outreach; • Web-Based Data Entry; and • Data User Needs (outreach to MPOs, etc.). <p><i>Measurement of Progress:</i> Number of meetings and annual reports to the TRCC by subgroups.</p>	<p>A User Group consisting of law enforcement officers has met six (6) times since June 2009. The meetings were to revise the CR-3 form to be used effective January 2010 and to capture requirements for the CRASH component of CRIS. The User Group participated in the decision making for determining which data fields would be included on the revised CR-3 form. Once the form was finalized, members of the User Group taught the TxDOT sponsored Train-the-Trainer sessions to law enforcement officers statewide. After deployment of the form, the User Group turned its' attention to developing requirements for the CRASH component.</p> <p><i>Measurement of Progress:</i> On Going The User Group completed its task of assisting with the re-design of the CR-3 form and the development of requirements for the design and development of CRASH. The CRASH component was deployed in October 2011.</p>

Table 3.1 Action Plan (continued)

Objective	Activity/Description	Status Update
	<p>1.3 TRCC Stakeholder Outreach <i>Purpose:</i> To collect and share information regarding core system development by participating in other committee and meetings. <i>Description:</i> A representative of the TRCC or TxDOT will attend and report back to the TRCC on other information system projects and initiatives, such as:</p> <ul style="list-style-type: none"> • GETAC meetings; and • OCA and CJIT meetings <p><i>Measurement of Progress:</i> Number of meetings attended by TRCC representative.</p>	<p>TRCC representatives attended all quarterly held GETAC meetings in 2012, the quarterly Texas Trauma Coordinators Forum, the EMS Conference, and all RSWG meetings held through June 2012. The RSWG was discontinued in July 2012 due to its mission being completed to provide stakeholder input for the data elements to be collected. A new workgroup was created in November 2012 whose mission is to assist in stakeholder communication regarding questions and issues with how the new system functions. DSHS continues to provide monthly stakeholder webinars to provide updates concerning the building of the new system</p> <p><i>Measurement of Progress:</i> Four GETAC meetings (including several different committee meetings), 4 Trauma Coordinator meetings, one EMS Conference, and 12 stakeholder webinars were attended by TRC representatives.</p>
	<p>1.4 Apply for first and successive year grants under Section 405c of MAP-21 (<i>State Traffic Safety Information System Improvements</i>).</p>	<p>The Texas TRCC is applying for subsequent year funding in FY2016.</p>
<p>1. Improve the Leadership and Coordination of the TRCC (continued)</p>	<p>1.5 Retain consultant support to TRCC <i>Purpose:</i> To provide consultant support to TxDOT and TRCC to further the leadership and coordination of the newly reconvened Texas TRCC; gain lessons learned from other states. <i>Description:</i> Retain a consultant to support TxDOT and the TRCC to:</p> <ul style="list-style-type: none"> • Support the momentum achieved by the TRCC in the past fiscal year; • Conduct outreach to potential working group members and stakeholders; • Conduct annual update to the strategic plan; • Assist with pursuing commission approval of additional TRCC membership; and • Assist with preparation of future 408 grant applications. <p><i>Measurement of Progress:</i> Number of meetings prepared, facilitated, and documented; completed grant applications; additional as tasks are defined by TxDOT.</p>	<p>Consultant contract expired and was not renewed. TxDOT staff supports the TRCC by :</p> <ul style="list-style-type: none"> • Facilitating meetings • Conducting annual update to the strategic plan; • Preparing 405c grant applications and interim progress reports. <p><i>Measurement of Progress:</i> Four TRCC meetings were facilitated; an update to the Strategic Plan was prepared; and preparation of the Section 405c grant application.</p>

Table 3.1 Action Plan (continued)

Objective	Activity/Description	Status Update
<p>Improve the Individual Core Data Systems</p>	<p>2.1 Crash Record Information System (CRIS) Enhancements <i>Purpose:</i> To expand the functionality of CRIS and improve accessibility, accuracy, completeness, timeliness, and consistency of the system. <i>Description (Tasks):</i> A. Web Data Entry Public Internet; B. Web Services for CRIS Data Requests; C. Regular XML; D. Texas On-line Component; E. Data Entry of the Commercial Vehicle Crash Report into CRIS; F. Extended Data Entry Modification; and G. Data Entry of Public Crash Report into CRIS. <i>Measurement of Progress:</i> Individual to each</p>	<p>A. Completed: Web Data Entry Public Internet: The Crash Reporting and Analysis for Safer Highways (CRASH) application offers law enforcement officers the option of submitting crash data via their desktops computers, laptops or in-car computers via the internet. This application was developed with assistance from law enforcement officers. <i>Measurement of Progress:</i> Deployment of CRASH. 2. Completed: The component was deployed in October 2011. B. In Progress Web Services for CRIS Data Requests: Aggregate crash data is available to stakeholders and the general public via the TxDOT website. However, the website does not provide the option of manipulating data online at this time. <i>Measurement of Progress:</i> Online ability to perform some level of analysis. C. Completed: Regular XML D. Completed <i>Measurement of Progress:</i> Crash reports available online E. Completed: Data Entry of Commercial Vehicle Crash Report into CRIS. <i>Measurement of Progress:</i> Complete. CMV Data is currently being entered into CRIS. F. *Completed: Extended Data Entry Modification *Completed: Currently all data from the Texas crash report (CR-3) is being captured in CRIS. <i>Measurement of Progress:</i> Complete. We currently capture all data on crash report. G. In Progress: Data Entry of Public Crash Report into CRIS: No progress. <i>Measurement of Progress:</i> Driver Crash Report entered into an automated system such as CRIS.* Modify Standard Extract to Support DSHS <i>Measurement of Progress:</i> Complete. An extract is available for DSHS. * CRASH Help Desk <i>Measurement of Progress:</i> Completed: A call center/help desk is available to support law enforcement officers using CRASH. *CRASH Agency Support <i>Measurement of Progress:</i> Currently we have ongoing technical support to assist law enforcement agencies get set up for CRASH.</p>

Objective	Activity/Description	Status Update
<p>2. Improve the Individual Core Data Systems (continued)</p>	<p>2.2 Texas EMS & Trauma Registries First Responder Emergency Department (FRED) Project</p> <p><i>Purpose:</i> The Trauma Registry First Responders Emergency Department (FRED) Project will implement improvements identified by internal and external stakeholders of the EMS & Trauma Registries. The project addresses new requirements in data reporting, data sharing and linking, abbreviated injury scoring capability, NEMSIS data certification, and interoperability and timeliness reporting with our stakeholders. The need for analytics reporting will be developed as the EMS/Trauma Registry’s usefulness is tied to providing improvements in prevention of trauma and injuries to the people of Texas.</p> <p><i>Description (Tasks):</i></p> <ul style="list-style-type: none"> • ISS Injury Severity Scoring - DSHS will provide the logic to use for the calculations. Calculations are based on already existing data in the trauma events. • TxDOT Data Extract - Format to be decided on the file extract from TxDOT to link with EMS and hospital data. • Analytics, Public Use Data Files - DSHS will provide datasets for analytics to be used by internal staff and external stakeholders. Purpose is to generate datasets by specific facilities and regions. • Data Sharing - Implementation of functions to share data between EMS and hospitals. • Improved Case Data Linking - Improve linking of events including data from new senders (First Responders and Emergency Departments). <p><i>Measurement of Progress:</i> Implementation of the above project deliverables during FY2015.</p>	<p>Progress made on this task includes the completion of:</p> <p>Injury Severity Scoring calculator built within the EMS & Trauma Registries.</p> <p>Data sharing between EMS and hospitals now enabled within the EMS & Trauma Registries.</p> <p>Improved case data linkage of true matches by expanding linking algorithm.</p> <p>Linkage of Crash data to EMS and hospital records from 2010-2013 and providing an extract to TxDOT.</p> <p><i>Measurement of Progress:</i> Project objectives and activities are being completed. Contracts are executed with work being delivered.</p>

<p>3. Broaden availability and distribution of traffic safety data to all safety practitioners.</p>	<p>3.1 <i>Continue to produce and update the Motor Vehicle Crash report when more current data become available.</i></p> <p><i>Purpose:</i> To provide most recent years of data in standard, easy-to-understand format for planning by TxDOT and other safety stakeholders.</p> <p><i>Description (Tasks):</i></p> <ul style="list-style-type: none"> • Complete cleansing of CRIS data; • Conduct detailed analysis of 2008 - 2014 crash data; • Produce updated version of Motor Vehicle Crash Report; and • Distribute report to TRCC, public health community, advocacy groups, universities, etc. <p><i>Measurement of Progress:</i> Production of Report.</p>	<p>Progress made on this task includes the following:</p> <p><i>Measurement of Progress:</i> Production of Report.</p> <p>Completed:</p> <ul style="list-style-type: none"> • Data entry and reconciliation (cleansing of CRIS data) has been completed. • TxDOT has produced annual summary reports for years 2003-2014 and posted the reports to their website. Years within retention period are updated annually and the previous year's reports are added. Crash data requests can now be made through the TxDOT website. • Extract crash data files are available to DSHS, universities, MPO's/COG's, advocacy groups, law enforcement, general public, etc. upon request. • The Crash Reporting and Analysis for Safer Highways (CRASH) application allows direct entry of crash data into CRIS and in turn, the information is electronically returned to the RMS after processing by TxDOT. Effective 01/01/10, commercial motor vehicle (CMV) data fields are incorporated into 2010 CR-3 form and data is being captured in CRIS. <p><i>Measurement of Progress:</i> Deployment of CRASH.</p> <p>Completed: The CRASH application was deployed in October 2011.</p>
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Table 3.1 Action Plan (continued)

Objective	Activity/Description	Status Update
<p>3. Broaden availability and distribution of traffic safety data to all safety practitioners.</p>	<p>3.2 <i>Develop an ongoing training program targeting law enforcement to assist with proper completion of crash reports, importance of the data they provide, and the ability to advance electronic crash data collection.</i></p> <p><i>Purpose:</i> train law enforcement on new CRIS and additional functionalities as they come on-line (i.e., Web Data Entry).</p> <p><i>Description (Tasks):</i> Develop training program for law enforcement to improve data quality on crash report; execute training with state and local police departments.</p> <p><i>Measurement of Progress:</i> Number of training sessions conducted by TxDOT.</p>	<p>TxDOT revised the crash report form (CR-3). Once the revision of the form was complete, TxDOT teamed up with experienced law enforcement trainers from the Texas Department of Public Safety to teach other law enforcement officers statewide how to complete the form.</p> <p><i>Measurement of Progress:</i> To date, TxDOT has conducted 402 training sessions with law enforcement agencies throughout Texas.</p> <p>TxDOT personnel provide CRASH training to law enforcement. Completed,</p> <p>TxDOT and the Traffic Operations Division has allocated long-term resources (personnel) whose primary function is to support the law enforcement community with training and improved crash reporting.</p> <p>A TxDOT help desk that runs hours a day/7 days a week/365 days a year was deployed when CRASH deployed on 10/1/2011.</p> <p>TxDOT will deploy an Automated Training Program for CRASH training in 2016.</p> <p>There are currently 282 agencies submitting their crash reports electronically; 86.38% of crash reports being submitted electronically.</p>

4.0 Performance Measures

Performance Measure #1: Timeliness of Crash Reporting

- A. Performance Measure Used to Track Improvements**
Crash/Timeliness 2 - Availability of reports to the public.
- B. Narrative Description of Calculation/ Estimation Method**
C-T-2: The percentage of crash reports entered into the database within 30 days after the crash
- C. Date: April 1, 2013 – March 31, 2014** Baseline Value for Measure: 88.4%
- D. Date: April 1, 2014 - March 31, 2015** Current Value for Measure: 93.58%
- E. Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates**
Traffic Records Assessment Reference Number 1-A.1 and 1-A.3 (Management and System Issues/Recommendations) document TxDOT’s efforts to implement an electronic reporting system. Additionally, Traffic Records Assessment Reference Number 4-A.4 documents TxDOT’s’ efforts to capture crash data electronically.

Required Data	April 1, 2013 – March 31, 2014	April 1, 2014 – March 31, 2015
Number of crash reports submitted	527,748	561,438
Average number of days between date of crash and availability in warehouse	18.70	12.46
Number of crash records available for reporting within 30 days of the date of crash	463,579	525,372
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash	87.77%	93.58%

Performance Measure #2 COMPLETENESS of the EMS & Trauma Registries

A. Performance Measure Used to Track Improvements

Completeness 1-C-1: The percentage of Hospital (Trauma Registry) patient care reports with no missing *critical* data elements. Critical data elements identified by NHTSA and selected for performance measure include: Discharge Date and Time.

B. Narrative Description of Performance Measure Calculation

Baseline Period:

The number of Hospital (Trauma Registry) records submitted was 129,824. The percentage of patient care reports with no missing *critical* data elements was 21.9%.

Performance Period:

The number of Hospital (Trauma Registry) records submitted was 98,821. The percentage of patient care reports with no missing *critical* data elements was 27.9%.

Baseline Period	Performance Period
April 1, 2013 – March 31, 2014	April 1, 2014 – March 31, 2015
The percentage of Hospital (Trauma Registry) patient care reports with no missing critical data elements.	The percentage of Hospital (Trauma Registry) patient care reports with no missing critical data elements.
Discharge Date and Time: 21.9%	Discharge Date and Time: 27.9%
<u>Improvement</u>	
<u>Critical Date Element</u>	<u>Percent Change</u>
Discharge Date and Time:	27.4%

C. Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates

Injury Surveillance System Information, 2-F.8, Page 18

5.0 FY2016 Proposed Projects

FY2016 Proposed Project List		
Proposing Agency	Requested Amount	Project Title
TxDOT CRIS/CRASH	\$78,500.00	Unique Intersection Identifier
TxDOT CRIS/CRASH	\$193,100.00	Big Data
TxDOT CRIS/CRASH	\$168,500.00	Standards and Compliance
TxDOT CRIS/CRASH	\$1,218,420.00	CRIS Help Desk Services
TxDOT CRIS/CRASH	\$210,000.00	User Management
TxDOT CRIS/CRASH	\$225,800.00	Agency Support
TxDOT CRIS/CRASH	\$350,000.00	CR2 Application and Processing
TxDOT CRIS/CRASH	\$889,547.00	Enter Narrative paper crash reports, Capturing Narrative and Redaction
TxDOT TPP	\$500,000.00	Straight Line Diagram
Texas Department of Public Safety	\$930,008.80	State Traffic Records Systems Citation Database (FY 2016)
Office of Court Administration	\$354,870.00	Statewide eCitation System Phase 1
Texas Municipal Police Association	\$700,631.05	Comprehensive Law Enforcement Advanced DUI/DWI Reporting System
Texas A&M Transportation Institute	\$79,458.86	Developing a Crash Analysis tool to Address Pedestrian Safety
Texas A&M Transportation Institute	\$109,294.31	Pharr TxDOT District DDACTS Implementation and Technical Assistance
Int. Assoc. Dir. of L.E. Standards and Training	\$156,816.72	Providing DDACTS Technical Support and workshops
Texas A&M Transportation Institute	\$168,811.45	Data Driven Approaches to Crime and Traffic Safety
Texas Department of State Health Services - ISG	\$1,582,881.64	New data links, report dissemination, and stakeholder training
Total Funding Requested	\$7,916,639.83	

PART 3: IMPAIRED DRIVING COUNTERMEASURES SECTION 405 (D) ATTACHMENTS

Mid Range State Notation

The Texas Department of Transportation (TxDOT) will continue to meet with the Texas Impaired Driving Task Force to update the statewide impaired driving strategic plan that meets the requirements outlined in MAP-21. The statewide plan was submitted to NHTSA and the most current and updated version is attached as attachment #3.1.

Attachment 3.1: Texas Impaired Driving Strategic Plan

State of Texas - Statewide Impaired Driving Strategic Plan

A report to
TEXAS DEPARTMENT OF TRANSPORTATION
Approved by the
TEXAS IMPAIRED DRIVING TASK FORCE
Submitted by the
TEXAS A&M TRANSPORTATION INSTITUTE



Texas Impaired Driving Plan

June 2015

TEXAS IMPAIRED DRIVING PLAN

by

Melissa N. Walden, P.E., Ph.D.
Senior Research Scientist
Texas A&M Transportation Institute

Prepared by the
Texas A&M Transportation Institute
on behalf of
Texas Department of Transportation
approved by the
Texas Impaired Driving Task Force

Revised: June 2015
Originated: August 2013

TEXAS A&M TRANSPORTATION INSTITUTE
College Station, Texas 77843-3135



June 12, 2015

To Whom It May Concern:

The Texas Statewide Impaired Driving Task Force serves in an advisory and strategic capacity to not only identify problems and countermeasures, but also to help drive solutions for the impaired driving problem in Texas. The Task Force includes representatives from a diverse set of stakeholder organizations that are involved with addressing impaired driving issues in the state.

In accordance with MAP-21, a qualifying criteria for Section 405 Impaired Driving Countermeasure Grant funding for Mid-Range States, Texas is in this category, is to submit a statewide impaired driving plan developed and approved by a statewide impaired driving task force. The initial plan was developed in 2013 then revised in 2014. The following document is the second revision of the Texas Statewide Impaired Driving Plan and has been approved by the Texas Statewide Impaired Driving Task Force. This plan will guide the state as well as the task force as we enter the 2016 and 2017 fiscal years.

The Texas Department of Transportation serves as the Governors Highway Safety Office for the State of Texas and I fully support the efforts of the Texas Impaired Driving Task Force. The impaired driving plan provides a comprehensive strategy for preventing and reducing impaired driving behavior in Texas.

Sincerely,



Carol T. Rawson, P.E., Director
Traffic Operations Division
Texas Department of Transportation

OUR GOALS

MAINTAIN A SAFE SYSTEM • ADDRESS CONGESTION • CONNECT TEXAS COMMUNITIES • BEST IN CLASS STATE AGENCY

An Equal Opportunity Employer

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Background

Strategic Highway Safety Plan (SHSP)

In cooperation with local and regional jurisdictions and tribal governments, Texas has developed a comprehensive state Strategic Highway Safety Plan (SHSP). The SHSP was developed to achieve a significant reduction in the number of traffic crashes, fatalities, and injuries on public roads. Although the HSP contains a component that addresses the issue of impaired driving, it was determined that the State needed an impaired driving plan that provided additional detail related to reducing the number of impaired driving crashes, fatalities, and severe injuries, as well as impaired driving in general.

Texas Impaired Driving Plan

The Texas Impaired Driving Plan was developed in accordance with and reflects all elements set forth by the National Highway Traffic Safety Administration's (NHTSA) *Uniform Guidelines for State Highway Safety Programs, Number 8 – Impaired Driving*. The Texas Impaired Driving Plan includes an internal assessment matrix which was developed based on recommendations from the 2010 NHTSA State Alcohol Assessment. The impaired driving plan addresses the recommendations of the NHTSA assessment team, but it also moves beyond individual recommendations to ensure that the Texas Impaired Driving Plan serves as a framework for continuous improvement in reducing impaired driving crashes.

Appendices A, B, and C provide further detail regarding NHTSA's 2010 State Alcohol Assessment. Appendix A is an assessment matrix that includes NHTSA's recommendations for the State as well as what action has since been taken toward those recommendations. Appendix B is NHTSA's technical assessment of the Texas Alcohol Program. And, Appendix C is a detailed review of priority recommendations made by NHTSA.

Problem Identification

Impaired driving continues to be a significant issue in the state of Texas. The State ranks in the top 10 states nationally (fifth) for alcohol-related fatalities per 100 million vehicle miles traveled (VMT). This marks the sixth consecutive year Texas has ranked in the top 10 states for alcohol-related fatalities per 100 million VMT. *Alcohol-related* is defined as one or more of the vehicle or motorcycle operators involved in a fatal crash tested with a blood alcohol concentration of 0.08% by volume or above, which is the legal limit to drive within the state of Texas. A glossary of terms can be found in Appendix D.

Although trends indicate improvement in the number of alcohol-related fatalities involving adults and those under the age of 21 years old, it is important to recognize that Texas must continue to seek innovative and evidence-based solutions to address the problem of impaired driving.

A number of potential performance measures were identified that could be used to illustrate the impact of countermeasures and demographic changes on the number of alcohol-related fatalities.

This version of the plan focuses on performance measures typically used by TxDOT in reporting to federal agencies including NHTSA. Texas reports alcohol-related crash statistics to NHTSA in terms of the following:

- Number of fatalities involving driver or motorcycle operator with 0.08 BAC or above
- Rate of alcohol-related fatalities per 100 million VMT
- Percent of fatalities in collisions involving an alcohol-impaired driver or motorcycle operator

The metrics associated with fatal injuries attributed to crashes involving at least one driver under the influence of alcohol is provided in the following figures:

Figure 1. Alcohol-Related Fatalities, 2011 - 2013

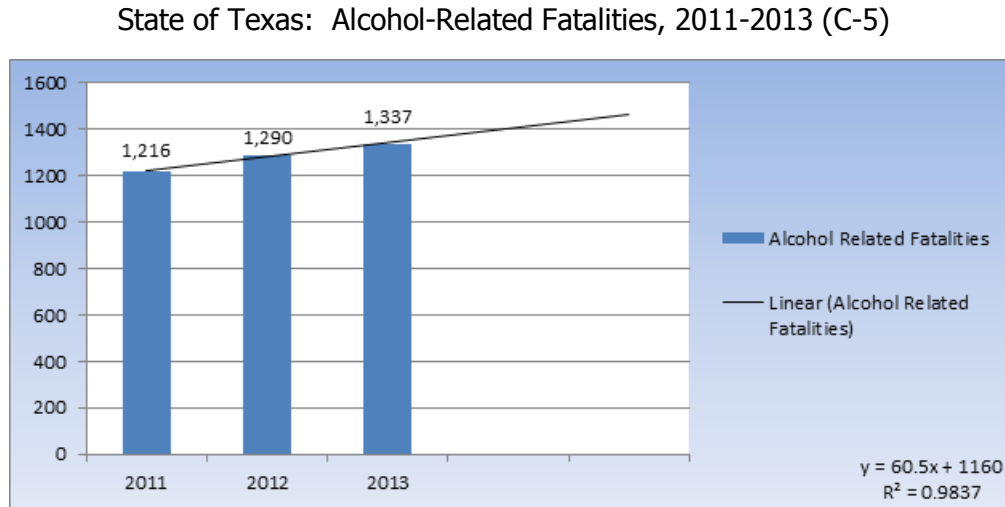


Figure 2. Alcohol-Related Fatality Rate, Per VMT, 2011 - 2013

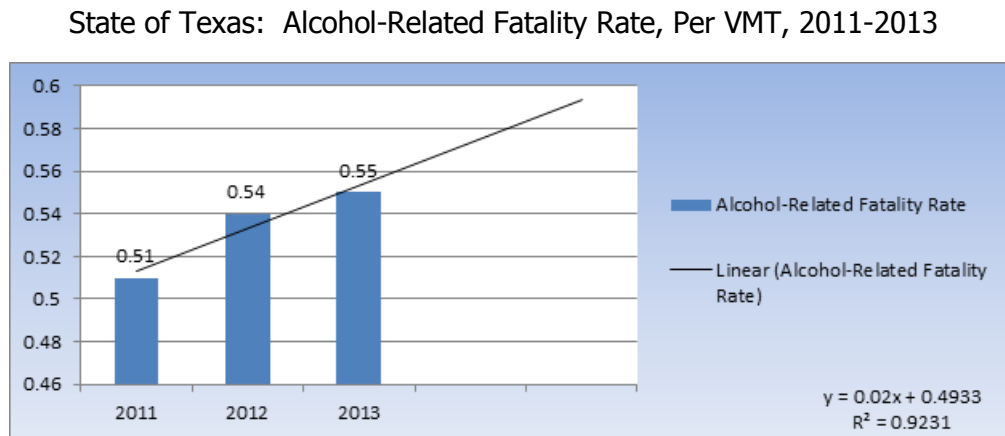
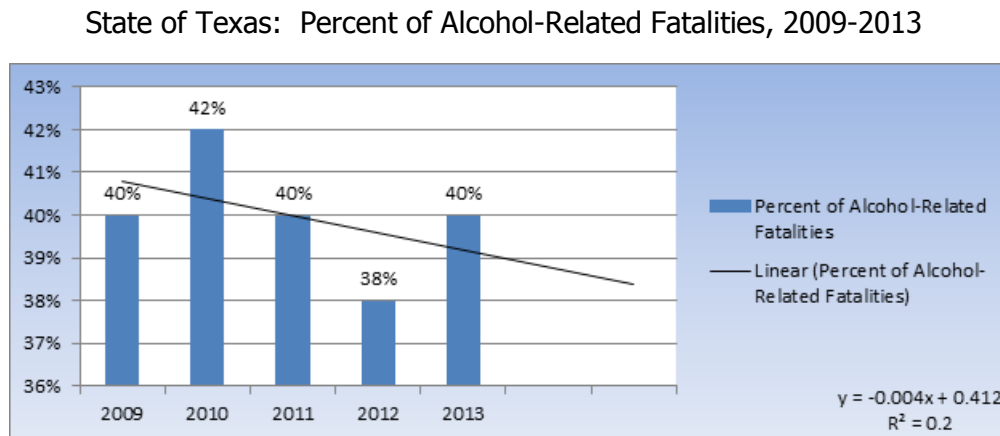


Figure 3. Percent of Alcohol-Related Fatalities, 2009 - 2013



Program Management and Strategic Planning

Texas Impaired Driving Task Force

The Texas Impaired Driving Plan is revised on an annual basis with input and approval from the Texas Statewide Impaired Driving Task Force. The Task Force has developed and approved this plan in preparation for submission through the Texas Department of Transportation (TxDOT) to the National Highway Traffic Safety Administration (NHTSA) in accordance with MAP-21. This plan is a qualifying criterion for Section 405 (d) Impaired Driving Countermeasures Grant funding for Mid-Range States, and Texas is in this category.

Over the last ten years, the Texas Impaired Driving Task Force has evolved from a loosely structured meeting with representatives primarily from enforcement, training, and TxDOT into a multifaceted representation of individuals and organizations focused on the elimination of impaired driving.

The primary focus of the Texas Impaired Driving Task Force is to prepare and maintain the *Texas Impaired Driving Plan*. The Plan has evolved from a simplified internal assessment into a detailed document that provides both strategic and operational direction for the State and TxDOT specifically in terms of eliminating the impaired driving problem on Texas roadways. The complete standard operating procedures for the Texas Impaired Driving Task Force have been included in Appendix E of this plan, but the major items of responsibility are as follows:

- Identify specific impaired driving problems in Texas spanning the entire process (prevention to enforcement to adjudication to treatment)
- Identify and recommend methods to reduce impaired driving in Texas
- Identify obstacles impeding the deployment of effective countermeasures in Texas including the evaluation of such countermeasures
- Identify and address unintended consequences that have or may result from the implementation of countermeasures including laws, campaigns, and processes
- Establish and maintain an effective network of stakeholders to communicate and work collaboratively to address the problem of impaired driving in Texas

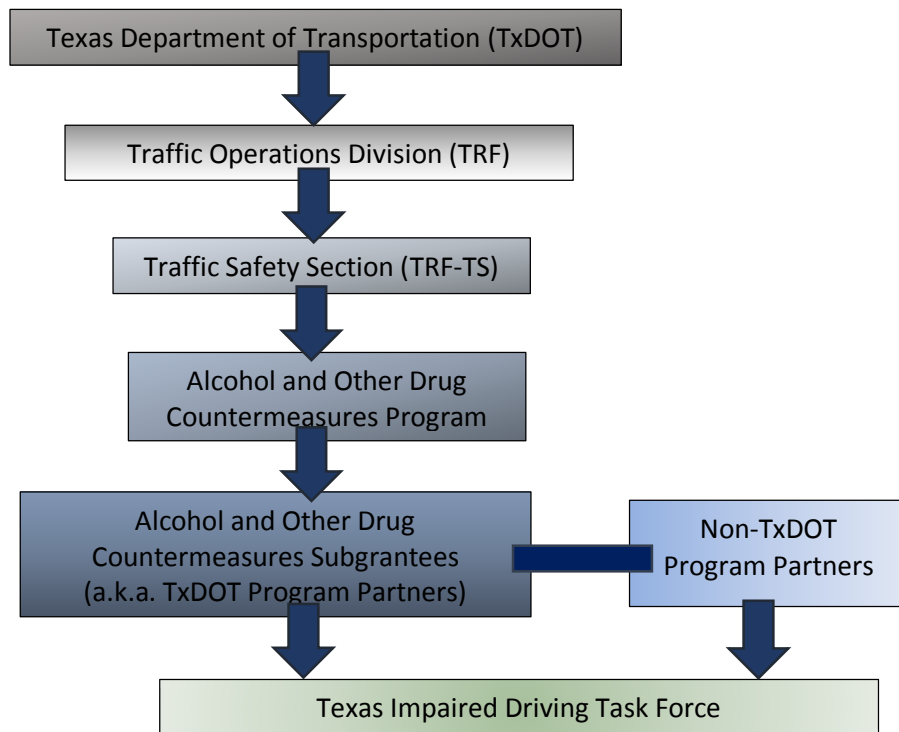
Membership

The Texas Statewide Impaired Driving Task Force includes traditional and non-traditional leaders from organizations with a keen interest in addressing the problem of impaired driving. The Task Force is primarily composed of representatives from subgrantees associated with the Alcohol and Other Drug Countermeasures Program within the Traffic Safety Section (TRF-TS) of TxDOT. Subgrantees are often referred to as TxDOT program partners.

All projects supported by TRF-TS 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. The State and, more specifically, the Impaired Driving Task Force use education, encouragement, enforcement, engineering, and evaluation in order to develop strategies for addressing identified problems and targeted groups. In order to ensure that the State is making progress, performance metrics have been identified and stakeholder input and participation has been demonstrated through the creation and maintenance of this plan.

While the Task Force consists primarily of TxDOT program partners, it continually identifies new members to ensure that the group reflects all aspects of the impaired driving problem. If an area of the impaired driving problem is not reflected by the group of TxDOT program partners, then non-affiliated individuals or organizations are invited to join the Task Force.

Figure 4. Composition of Impaired Driving Task Force



The Texas Impaired Driving Task Force has membership representation that addresses the impaired driving process as well as demographic and geographic considerations. The Task Force membership reflects the diversity recommended in NHTSA's *A Guide for Statewide Impaired Driving Task Forces* and *Uniform Guidelines for State Highway Safety Programs, Number 8 – Impaired Driving*. The following list illustrates those organizations with representatives who participate in the Texas Impaired Driving Task Force:

- AAA Texas
- Alamo Area Council of Governments
- Austin Police Department
- Baylor Scott and White Hillcrest Baptist Medical Center
- Bell/Lampasas Counties Community Supervision and Corrections Department
- Brazos Valley Injury Prevention Coalition
- College Station Police Department
- Education Service Center – 6
- Enviromedia
- Galveston County District Attorney's Office
- GDC Marketing
- Harris County District Attorney's Office
- Law Enforcement Mobile Video Institute – University of Houston Downtown
- MADD
- Montgomery County District Attorney's Office
- National Injury Prevention Council
- National Safety Council
- NHTSA – Region 6 Office
- SafeWay Driving Systems
- Sam Houston State University
- Smart Start, Inc.
- Tarrant County District Attorney's Office
- Texans Standing Tall
- Texas A&M AgriLife Extension Service
- Texas A&M Transportation Institute
- Texas Alcoholic Beverage Commission
- Texas Association of Counties
- Texas Center for the Judiciary
- Texas Department of Public Safety
- Texas Department of State Health Services
- Texas Department of Transportation
- Texas District and County Attorneys Association
- Texas Justice Court Training Center
- Texas Municipal Courts Education Center
- Texas Municipal Police Association
- Travis County Attorney's Office

Detailed information regarding Task Force membership and meetings can be found in Appendices F-H. Appendix F is a comprehensive list of individual members of the Task Force while Appendix G details Task Force membership by organization and respective focus area. Appendix H contains information regarding each meeting, including the agenda, notes, and members in attendance.

Meetings

The Texas Impaired Driving Task Force meets twice a year. These meetings are conducted by the Texas A&M Transportation Institute (TTI) in Austin. The first meeting is held in the fall prior to the Traffic safety proposal cycle which typically occurs between November and January. The second meeting is typically held in the spring in conjunction with the Statewide Impaired Driving Forum (Appendix I contains the agenda and list of attendees for the 2015 Statewide Impaired Driving Forum). One of the items discussed during this second meeting is the revision of the Statewide Impaired Driving Plan.

Strategic Planning

The most recent strategic planning session for the Texas Traffic Safety Program addressed the period including FY 2012 – 2016. The session reevaluated the program areas, goals, strategies, and reviewed the traffic safety program mission statement.

The TxDOT Traffic Safety Section (TRF-TS) sought public comments by posting a Request for Comments (RFC) on the *Texas Register*. The *Texas Register* serves as the journal of state agency rulemaking. TRF-TS also sent e-mail notifications to all registered users of TxDOT's Traffic Safety Electronic Grants Management System, eGrants. The following organizations submitted formal comments through the call posted in the *Texas Register*:

- Law Enforcement Mobile Video Institute – University of Houston
- NHTSA Region 6
- San Antonio Metropolitan Planning Organization
- Texas A&M Transportation Institute
- Texas Center for the Judiciary
- Texas Department of Transportation - Traffic Safety and Engineering Professionals within TRF at Austin Headquarters
- Texas Department of Transportation - Traffic Safety Specialists
- Texas Education Agency

As an outgrowth of the overall strategic planning process, Texas develops specific goals for the traffic safety program along with specific strategies and associated performance measures.

The following are the Goals, Strategies, and Performance Measures established for the Alcohol and Other Drug Countermeasures Program Area for the Texas Highway Safety Plan (HSP) through the State's strategic planning process:

Goals

- To reduce the number of alcohol impaired and driving under the influence of alcohol and other drug-related crashes, fatalities, and injuries
- To reduce the number of DUI-related crashes where the driver is under age 21

Strategies

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

In order for the strategic planning to be an integral part of the Texas Impaired Driving Plan, the goals and strategies are not only part of the internal operations of the program but integrated into the actions of the Impaired Driving Task Force. The following are the performance measures that have been identified as metrics to assess the impact of the TxDOT Alcohol and Other Drug Countermeasures Program.

Performance Measures

- Number of DUI-related (alcohol or other drugs) KAB crashes
- Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
- Number of impaired-driving arrests made during grant-funded enforcement activities
- Number of 16-20 year old DUI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year olds

It is the intention of the Texas Impaired Driving Task Force to identify secondary performance measures related to crashes, program deployment, youth, and other items in order to better understand the impact of countermeasures on the number of fatal and serious injury crashes where at least one driver is deemed to be impaired by alcohol and/or other drugs.

Assessment

In addition to the annual planning and goal setting, Texas has worked with NHTSA to conduct a Statewide Impaired Driving Assessment in 2010 and again in August 2015. The Task Force and TxDOT use the recommendations from these assessments as a framework of performance measurement for

the program. The Task Force reviews the recommendations annually, at a minimum, to determine the state’s progress towards the assessment results.



Program Management

The Highway Safety Office (HSO) is managed by the Traffic Safety Section (TRF-TS) in the Traffic Operations Division (TRF) of the Texas Department of Transportation (TxDOT). The program management staff is located at the Austin headquarters, and the traffic safety specialist field staff is stationed across the State in support of the 25 TxDOT districts. Federal funding is secured from the NHTSA, a division of the U.S. Department of Transportation (USDOT). Over 300 traffic safety grants are awarded annually to state and local governmental agencies, colleges and universities, and non-profit agencies across Texas. One hundred and sixty-four Alcohol and Other Drug Countermeasures projects were planned in the Texas Highway Safety Plan for FY 2014, 117 projects were planned for FY 2015, and 153 projects are planned for FY 2016.

The TxDOT Alcohol and Other Drug Countermeasures Program has developed strong relationships with a diverse set of program partners as well as other individuals and organizations not currently affiliated with TxDOT. This network not only addresses the goals and strategies associated with the TxDOT Alcohol and Other Drug Countermeasures Program but also provides expert resources for the program in an ad hoc capacity. The program partners work together with TxDOT to create a multifaceted, cohesive program, as opposed to a group of projects, in order to address the problem of impaired driving in Texas.

Resources

The TxDOT Alcohol and Other Drug Countermeasures Program area has a comprehensive approach to addressing the problem of impaired driving in Texas. A list of current and tentatively approved projects for the program is included in Appendix J. The following table provides a fiscal summary for FY 2014 – 2016:

Table 1. Fiscal Summary for FY 2014 – 2016

	FY 2014 Award	FY 2015 Award	FY 2016 Planned
Federal	\$16,270,971	\$18,640,713	\$16,464,162
State	\$250,000	\$1,300,000	\$300,000
Program Income	\$17,850	\$21,600	\$8,000
Match	\$10,387,806	\$13,410,825	\$11,829,295
Total	\$26,926,627	\$33,373,138	28,601,457

Currently, some of the costs associated with addressing the impaired driving issues in Texas are supported by fines related to offenses. The Texas Legislature has been hesitant in recent years to impose additional fines. A list of bills passed during the 82nd Texas Legislature can be found in Appendix K. The Impaired Driving Task Force continues to examine ways that fines could be applied in order to support traffic safety initiatives from a fiscal perspective.



Data and Records

The primary source of data used for traffic safety programs originates from information collected by law enforcement officers at a crash site. This information is then input into a statewide crash database referred to in Texas as TxDOT's Crash Records Information System (CRIS). Texas has spent significant time and resources upgrading its crash records system so that local- and state-level stakeholders have accurate and complete datasets to analyze.

CRIS data is combined with other data sources including the U.S. Census, the Fatality Analysis Reporting System (FARS), and other localized databases to ensure that the State's impaired driving program is fully supported in regards to data analysis and evaluation. These data and the subsequent analyses inform engineering, enforcement, education, encouragement, and evaluation activities throughout the State.

This part of the impaired driving program also satisfies the need for integration with the Traffic Records Coordinating Committee (TRCC). TRCC is comprised of designees from TxDOT, the Department of State Health Services (DSHS), Texas Department of Public Safety (TxDPS), and the Texas Center for Judiciary (TCJ), who are also members of the Impaired Driving Task Force. The Texas A&M Transportation Institute (TTI) provides additional extensive data analysis to TxDOT and facilitates the development of the Texas Strategic Highway Safety Plan.



Prevention

NHTSA recommends that impaired driving prevention programs should include public health approaches, such as interventions that alter social norms related to drinking and driving, change the occurrence of risky behaviors, and create safer environments. Texas encourages prevention through a diverse and culturally responsive set of multifaceted 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. The following subsections detail efforts being made by Task Force members to promote and educate Texans on responsible alcohol consumption.

Responsible Alcohol Service

The Texas Impaired Driving Task Force works with TxDOT subgrantees and other local and statewide organizations to promote policies and best practices to prevent drinking and driving, drinking by underage individuals, and any alcohol service to minors at the statewide and community level. Additionally, the group focuses on policies and best practices that prevent over-service to those individuals aged 21 and over. Education is promoted and provided by Task Force members, TxDOT, and other organizations to ensure voluntary compliance with the Texas Alcoholic Beverage Code and promote responsible alcohol service.

One organization which works to promote responsible alcohol service is the Texas Alcohol Beverage Commission (TABC). TABC regulates third party, seller-server schools available throughout Texas and online. The program covers Texas' underage and over-service laws, and prevention strategies. TABC-approved seller sever schools train about 350,000 people each year. The certification is valid for two years. Currently Texas law does not require seller/servers to be certified, but administrative sanctions are offered to licensed locations that require the certification and meet other minimum standards. TABC

offers a Manager’s Awareness Program (MAP) for owners and managers of licensed establishments to encourage voluntary compliance through education. Topics presented during MAP training include: responsible management practices, exemption from administrative action (safe harbor), civil liability for the licensed establishment, minors, private clubs, intervention techniques, signs of intoxication, refusing sales, policies and procedures, and checking employee certification for seller/server training. Additionally, TABC offers a companion education program, known as SERVE, for all employees of licensed locations to deter violations and promote voluntary compliance with the Texas Alcoholic Beverage Code. MAP, SERVE, and other responsible vendor programs are offered free of charge to licensed retailers and their employees.

Risk-Based Enforcement

TABC has developed a risk-based program to focus on at-risk behavior that may indicate a pattern of bad business practices that could lead to serious violations. This process includes looking for pre-determined factors in the application, examining administrative violation history, and gathering intelligence from other law enforcement and governmental agencies.

The key elements of the risk-based enforcement program are: increased inspection frequency for retailers with past histories of public safety violations, a greater emphasis on “after hours” establishments that illegally sell or permit consumption of alcoholic beverages during prohibited hours, and prioritization of its complaint investigations to give investigations involving allegations of public safety offenses first priority in terms of time and resources.

Priority Inspection

TABC identifies retailers whose premises have been the scene of an offense with public safety implications, or that have been the subject of multiple complaints alleging such violations. Once identified, these retailers are assigned to one of five priority levels, which determine the frequency of TABC inspections. Priority levels are assigned based on the severity and number of past violations or complaints, and on the length of time since the most recent violation or complaint. At the highest level, locations are inspected bi-weekly. As time passes, so long as no new violations are observed, a business will progress downward through the priority tiers. Inspections become less frequent with each downward step among the tiers. At the end of the 12-month period, retailers are subject only to an annual inspection.

Public safety violations have been given priority status due to their correlation with patrons’ level of intoxication when they are leaving licensed premises. These public safety violations are alcohol age-law offenses, intoxication offenses, prohibited hours offenses, drug-related offenses, disturbances of the peace, and human trafficking. Vice offenses such as prostitution are also considered when assigning priority status. Violations indicative of retailer financial stress are also reviewed because such offenses have been found to occur concurrently with or as a precursor to actual public safety offenses.

As part of this program, TABC also provides free training opportunities to retail managers and employees in an attempt to prevent future violations. Field offices are required to offer these opportunities to all retailers qualifying for the two highest tiers but routinely make them available to all other retailers as well. As result of its training initiatives, some 20,000 retail managers and employees were exposed to illegal sales recognition and prevention “best practices” techniques.

During FY 2014, 7,010 retailers qualified for priority status. TABC enforcement agents conducted over 45,350 inspections of these priority status retailers as the year progressed. These inspections produced nearly 554 criminal cases and over 886 administrative cases, mostly involving additional public safety offenses. Due to this model of compliance, the percent of inspections of priority locations resulting in the discovery of public safety violations has steadily declined, falling from 12.8 percent in FY 2006, to 6.9 percent by the end of FY 2014.

Promotion of Transportation Alternatives

TxDOT supports several projects related to responsible transportation choices including media campaigns and programs that directly support alternatives to driving after drinking. TxDOT has implemented the following media campaigns aimed to prevent impaired driving: Christmas/New Year Holiday Campaign, Project Celebration, Impaired Driving Mobilization STEP Grant Program, Hispanic Impaired Driving Campaign, Labor Day, Football Season Impaired Driving, and College and Young Adult.

The Texas Impaired Driving Task Force members and their respective organizations work with other agencies which are not funded by TxDOT in order to continue to address this important component of an integrated Impaired Driving Plan. Some of these initiatives include: university peer-to-peer programs such as TTI's "U in the Driver Seat program" and its associated Designated Unimpaired Driver Extraordinaire (D.U.D.E.) outreach messaging platform. In concert with the philosophical approach of the program's positive peer messaging format and to help address the growing challenges with "other drugs" (i.e., other than alcohol), the D.U.D.E. outreach initiative is designed to help address impaired driving on a much broader scale/basis. Other examples of promoting and/or providing transportation alternatives include: CARPOOL at Texas A&M University and Driving Jacks at Stephen F. Austin University; transportation alternatives at Fiesta and Fort Worth Stockyards; small businesses providing alternative transportation and employer incentive programs; taxi voucher programs; and extended hours of public transportation.

As demand for alternative sober rides home have increased, private-for-profit companies have emerged to meet this need. One such type is a membership company which guarantees a ride or spare driver for the impaired person. Sober Monkeys, for example, not only provides a ride home for the intoxicated individual, but it also provides a professional sober driver for the intoxicated person's vehicle. Companies such as URide, Uber, and Lyft provide safe rides home much like a taxi would. Another example of safe transportation for those who intend to drink is shuttles to and from night life areas. These services allow individuals to schedule a ride to and from their destination. Additionally, some cities such as Austin are attempting to encourage the public to utilize these alternative modes of transportation by not ticketing or towing vehicles that are left overnight in the downtown area.

Reducing Underage Access to Alcohol in Social Settings

The Texas Impaired Driving Task Force works with various statewide organizations to promote best practices for social hosting. Social Hosts are individuals who provide alcohol to minors in a home or other private property where underage drinking occurs. Such parties can result in various negative consequences such as vandalism, impaired driving, alcohol poisoning, and sexual assault. Responding to these parties places a costly burden on police, fire, and emergency services.

Coalitions across the State educate communities on the dangers of underage drinking parties, and the importance of holding social hosts accountable for the costs these parties impose on communities.

Coalitions educate communities on current laws regarding providing alcohol to minors, as well as the importance of youth abstention until 21 to reduce the likelihood of alcohol addiction. Organizations such as Texans Standing Tall (TST) train law enforcement on controlled party dispersal, so law enforcement personnel can respond to parties and ensure the safety of the youth attendees and the surrounding community.



Community-Based Programs

TxDOT supports utilizing community-based programs that reach target audiences in diverse settings, including:

- Advocacy Groups
- Coalitions
- Community and Professional Organizations
- Employers and Employer Networks
- Faith-Based Organizations
- Local and State Safety Programs
- Parents and Caregivers
- Public Health Institutions
- Schools – Public and Private
- Statewide Organizations

Schools and Education

In educational environments, community-based programs use public information, education simulators, and training initiatives to engage students, parents and caregivers, and school staff and support personnel to affect social norms to curb alcohol abuse and impaired driving.

Although it is no longer taught in school, young people receive a minimum of six alcohol awareness hours through Texas driver education programs. This early education is designed to prevent young drivers from getting behind the wheel while impaired. However, Texas provides a variety of programs to address impaired driving needs in schools at the grassroots level. In addition to the college-level peer-to-peer program (U in the Driver Seat) mentioned previously, TTI has also been widely deploying a peer-to-peer program at the high school level as well for over a decade. Identified for the last several years as a national best practice, the Teens in the Driver Seat® program is designed to engage, empower, and activate students to become young traffic safety advocates. Having now reached over 750 high schools in Texas, Teens in the Driver Seat® emphasizes helping students avoid impaired driving as a key outreach and educational message. A brief testimonial video exhibiting the program’s ability to positively influence and create a traffic safety culture amongst high school students can be viewed at: https://www.youtube.com/watch?feature=player_embedded&v=1H-fq4OVPFs.

Other community-based programs have included public outreach efforts by various social service entities and organizations as a part of their core public health and safety mission. This includes activities launched by municipal courts, hospitals, regional education service centers, social advocacy groups, institutions of higher education, and private companies. Examples would include how municipal court programs utilize judges and court staff as resources on impaired driving issues in schools and communities. In addition, hospitals, such as Baylor Scott and White Hillcrest, employ programs such as

the Texas RED and TeenSafe, which are designed to impact risky teen driving behavior. Topics include education on the effects of impaired, distracted, and unsecured driving.

Employers

Building an on-going traffic safety culture of preventing impaired driving is also achieved through employers. As 80% of Texans have an employer or live with someone who does, and employees drive to work and may drive as a part of their job, makes the employer ideal to address impairment. The workplace is a critical 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, poor performance, re-hiring and training costs, and the potential liability that can be significant. Impaired driving that occurs within someone’s family can also impact the worker, co-workers, and employer. Therefore, employer training, on-going education and messaging, employee assistance programs and employee health fairs are important opportunities which are used to address driver behavior in the area of impairment.

Community Coalitions and Traffic Safety Programs

In order to capitalize on the potential impact that community outreach can make on the impaired driving problem, Texas utilizes a variety of organizations to raise awareness and, purposefully, impact behavior. These organizations include those groups that both have and have not historically addressed traffic safety.

TxDOT has worked to create and facilitate the continuation of local coalitions. The local nature and membership diversity of these coalitions allow for effective dissemination of information as well as provide for input resources at the state level for strategic and operational initiatives. These coalitions primarily focus on traffic safety in general terms, but each coalition includes a component of impaired driving as an area of interest.

One such organization is Texans Standing Tall; this organization hosts regional forums and trainings based on initiatives that start at the community level to address impaired driving. For a more comprehensive list of local and statewide coalitions and respective Traffic Safety Specialists, please see Appendix L.



Criminal Justice System

For Texas’ impaired driving program to be effective, it must engage all facets of the criminal justice system including law enforcement, prosecution, judiciary, and probation/community supervision. Each of these components addresses general and specific deterrence.

In order for deterrence to be effective, a multidisciplinary approach that ensures each criminal justice component is educated and engaged in its particular aspect of the issue of impaired driving must be used. For more than ten years, Texas has effectively involved law enforcement through adjudication in its TxDOT Alcohol and Other Drug Countermeasures Program. The following sections detail how Texas addresses the engagement of the criminal justice system into the State’s impaired driving program.

Laws

NHTSA has utilized evidence-based research to identify effective countermeasures that are recommended to states to reduce impaired driving. According to NHTSA guidelines, each state is expected to enact impaired driving laws that are sound, rigorous, and easy to enforce and administer. These laws should clearly: define the offenses, contain provisions that facilitate effective enforcement, and establish effective consequences. These guidelines provide specific suggestions to define offenses, provide facilitation for effective enforcement, and establish penalties for the offenses. Details related to these guidelines and how Texas laws address each one are included in Table 2.

The Texas statute information is detailed according to the following:

- Penal Code (PC) – A body of laws relating to crimes and offenses and the penalties associated with their commission
- Transportation Code (TC) – Provides definition of rules, offenses and penalties for activities related to the transportation system
- Alcohol Beverage Code (ABC) – Comprised of statutes related to the sale and consumption of alcoholic beverages
- Code of Criminal Procedure (CCP) – The main legislation related to the procedure for the administration of criminal law
- Health and Safety Code (HSC) – Comprised of statues and regulations related to controlled substance laws and individuals and organizations providing health care records associated with these activities

Table 2. Recommended Laws, Provisions for Law Enforcement, and Penalties for Impaired Driving.

	NHTSA Recommendations	Texas Statutes and/or Commentary
Laws Should Define Offenses to Include	Driving while impaired by alcohol or other drugs (whether illegal, prescription or over-the-counter) and treating both offenses similarly;	IPC 49.01(2) defines intoxication as caused by “alcohol, a controlled substance, a drug, a dangerous drug, a combination of two or more of those substances, or any other substance into the body”. This definition allows DWI and related offense prosecution by impairment caused by anything. Yes, anything, perhaps the most inclusive statute in the nation.
	Driving with a blood alcohol concentration (BAC) limit of .08 grams per deciliter, making it illegal “per se” to operate a vehicle at or above this level without having to prove impairment;	PC 49.01 (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 PC 49.09 Enhanced Offenses & Penalties First time offenders with a BAC over .15 are subject to the highest misdemeanor punishment under the law.

	NHTSA Recommendations	Texas Statutes and/or Commentary
	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 Under the Influence by Minor <i>(Texas statute provides for a provision of any detectable amount of alcohol when a person is < 21 years of age. Can be prosecuted for higher offense of DWI when the BAC is .08 or above.)</i>
	Repeat offender with increasing sanctions for each subsequent offense;	PC 49.09 Enhanced Offenses & Penalties ABC 106.041 Driving Under the Influence by Minor Texas frequently sentences its worst repeat DWI offenders with life sentences.
	BAC test refusal with sanctions at least as strict or stricter than a high BAC offense;	TC 524.022 Period of Suspension
	Driving with a license suspended or revoked for impaired driving, with vehicular homicide or causing personal injury while driving impaired as separate offenses with additional sanctions;	TC 521.202 Ineligibility for License TC 521.292 Department 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 PC 49.031 Possession of Alcoholic Beverage in a Motor Vehicle
	Primary seat belt provisions that do not require that officers observe or cite a driver for a separate offense other than a seat belt violation.	TC 545.413 Safety Belts Offense TC 545.412 Child Passenger Safety Seat System Offense
Laws Should Include Provisions to Facilitate Effective Enforcement	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);	<i>Texas does not have a statute allowing sobriety checkpoints to be conducted in the state. Texas courts have ruled sobriety check points cannot be established without legislative enactment. Repeated attempts to pass such a law have failed.</i>
	Authorize law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers;	<i>Texas case law and statutes prohibit results from these devices being presented to the jury. All admissible breath test results must come from an instrument verified and maintained by the office of Breath Testing, such a device has never been approved. Portable breath tests are admissible to establish probable cause outside of the jury. Statutes neither expressly authorize nor prohibit the use of passive alcohol sensors.</i>
	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 724.011 Consent to Taking a 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 724.012b Taking of a Specimen One of the nation’s most expansive laws, currently unusable after recent Supreme Court rulings.

	NHTSA Recommendations	Texas Statutes and/or Commentary
Laws Should Establish Effective Penalties	Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test;	TC 521.372 Automatic Suspension for Certain Drugs
	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 TC 724.033 Issuance by Department of Notice of Suspension in Denial TC 724.035 Suspension in Denial of License TC 524.022 Period of Suspension
	Enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment;	PC 49.09 Enhanced Offenses & Penalties TC 521.246 Ignition Interlock TC 521.342 Person Under 21 Years of Age TC 521.344 Suspensions for Offenses Involving Intoxication TC 521.345 Suspension Under Juvenile Court or Under of Court Based on Alcoholic Beverage Violation by Minor TC 521.372 Automatic Suspension, License Denial CCP 42.12 § 13 DWI Community Supervision 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
	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;	<i>Texas does not have a statute that requires assessment for alcohol or other drug abuse problems for all impaired driving offenders. Article 42.12 §13 (a)(2) allows a judge to order an assessment for alcohol or other drug abuse problems and requires an assessment for subsequent offense.</i>
	Driver license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs.	ABC 106.02 Purchase of Alcohol by Minor ABC 106.071 Punishment for Alcohol Related Offense by Minor ABC 106.04 Consumption of Alcohol by Minor ABC 106.05 Possession of Alcohol by Minor ABC 106.07 Misrepresentation of Age by a Minor ABC 106.115 Attendance at an Alcohol Awareness Course; License Suspension PC 49.02 Public Intoxication



Enforcement

Texas law enforcement includes state and local officers from the Texas Department of Public Safety (TxDPS), police agencies (municipalities, university, school districts, etc.), sheriff offices, and constables as well as agents with the Texas Alcoholic Beverage Commission (TABC) and Texas Parks and Wildlife.

One of the primary goals of the NHTSA 2010 Statewide Alcohol Assessment was to increase training provided to Texas law enforcement officers in the area of driving while intoxicated/driving under the influence of drugs. For a statewide program to be effective, law enforcement officers must be educated and, subsequently, motivated to see driving while intoxicated as an important component of their enforcement activities.

Texas has provided a long-standing program on updated case law; enforcement techniques such as in-car mobile video and/or officer body worn camera recording of driving while intoxicated, boating while intoxicated, drugged driving offenses, standardized field sobriety testing; and blood search warrant procedures on a statewide basis. Texas also provides the Drug Evaluation Classification Program (DRE) and Advanced Roadside Impaired Driving Enforcement education (ARIDE).

Texas has developed integrated professional relationships between law enforcement, prosecutors, judicial educators, advocacy groups, and prevention that have helped to usher in initiatives that have a positive impact on impaired driving-related fatalities.



Publicizing High Visibility Enforcement

Texas has an integrated approach that combines enforcement initiatives with targeted public information and education campaigns. TxDOT works closely with local and state law enforcement agencies to roll out media campaigns in the form of events, distributed materials, as well as earned and purchased media.

One example of implementing high visibility enforcement in Texas is through No-Refusal initiatives. No-Refusal initiatives are a high-profile, organized enforcement strategy designed to combat intoxicated driving. This strategy generally brings law enforcement, prosecutors, magistrates, and medical personnel together in a concerted effort to successfully arrest, prosecute, and convict intoxicated drivers. Through this strategy, law enforcement is able to quickly obtain search warrants from “on call” judges in order to take blood samples from suspected intoxicated drivers who refuse voluntary breath or blood tests. No-Refusal initiatives thus take away the driver’s ability to refuse to provide scientific evidence of intoxication. These initiatives are publicized at the local level consistent with when they are deployed (i.e., full-time, holidays, or weekend). The statewide media campaigns that address impaired driving in general augment the local marketing of these initiatives. Currently operating in a number of jurisdictions, including in Austin, Dallas, San Antonio, and Montgomery County, No-Refusal initiatives are a good example of how high visibility enforcement is publicized using a local and statewide media. Texas has accredited analysis of biological (breath and blood) collected as evidence in criminal cases through the Department of Public Safety Crime Laboratory and the Texas Breath Alcohol Testing section or private labs accredited by the DPS Crime Lab.



Prosecution

Texas has strong support at the state and local level in regards to prosecuting DWI offenders.

One program partner is the Texas District and County Attorneys Association (TDCAA) which supports the Traffic Safety Resource Prosecutor (TSRP). This association provides technical assistance, training, education, and case resources for prosecutors processing impaired driving cases. The TSRP has been a long-standing, critical member of the Texas Impaired Driving Task Force and is instrumental in integrating representatives from law enforcement through adjudication to improve DWI processing in the State. The TSRP has been a significant champion in the No-Refusal initiatives by providing training and technical assistance throughout the State.

At the local level, many prosecutors have joined in implementing integrated approaches to address their impaired driving problem. A 2010 Listening Session by TDCAA found the overwhelming majority of Texas Elected Prosecutors hold DWI prosecution to be a priority of their offices. Several local prosecutors are members of the Task Force and provide a practical perspective related to processing DWI cases through the criminal justice system. They are responsible for implementing the No-Refusal programs in their jurisdictions. Many of these prosecutors also spend time and resources to develop localized DWI task forces and work to train law enforcement on DWI procedures and enforcement strategies. The Texas Municipal Courts Education Center also trains prosecutors on the adjudication of juvenile DUI cases.

The combination of the TSRP and local prosecutors offers the benefit of diverse perspectives in regards to prosecuting DWI cases.



Adjudication

Texas has a unique judicial system. Different types of courts have specific roles in dealing with the impaired driving problem in the State. The TxDOT Alcohol and Other Drugs Countermeasures Program has worked to improve communication between each of these courts to ensure a comprehensive approach to address the impaired driving program. Each court type can emphasize how its court impacts the overall problem of impaired driving.

The Texas court system typically becomes involved in a DWI case within 48 hours of arrest, when the offender appears before a magistrate who sets bond and appropriate conditions of bond, including mandatory controlled substance testing and/or the installation of an ignition interlock device.

Bond conditions are important in DWI cases in Texas because those conditions restrict and monitor the defendant's behavior until the case is finalized. Courts are encouraged as a best practice, and in some cases, mandated, to order ignition interlock and other innovative technology approaches to conditions of bond to decrease the rate of recidivism.

After a charging instrument is filed with a trial court, that court is responsible for properly adjudicating the charge and imposing a disposition. Impaired driving defendants have the right to a trial by jury for both the guilt/innocence and punishment phases of a trial.

Trial courts include specialized DWI/drug courts where recidivism, screening, and treatment are addressed over a longer period with the goal of reducing the probability of a driver reoffending. Other courts, without the DWI/drug court approach, may use more traditional approaches to DWI cases, but

they are encouraged to utilize ignition interlock and other innovative approaches to decrease the rate of recidivism.

Each of the different courts has a statewide association that is funded to provide technical assistance and provide education specifically related to impaired driving. This integration of the judiciary and the practical continuing education has proven to be a critical element in addressing the problem of impaired driving as well as traffic records and other traffic safety issues in the State.

Texas has instituted specialty courts that are able to address the adjudication and treatment aspects of the impaired driving problem. Members of the Texas Impaired Driving Task Force have also trained judges in smaller jurisdictions to employ the precepts of a DWI/drug court to create hybrid approaches.

The courts that deal with underage alcohol offenses or public intoxication have the opportunity to impact offenders prior to them driving impaired while other courts are dealing directly with DWI cases.



Community Supervision/Probation

Offenders who have been convicted of an impaired driving offense have two sentencing options: jail time or probation. In Texas, probation is also known as community supervision. In most impaired driving cases, the offender is placed on probation for a period of 6 to 24 months. During this time, the offender will likely be required to: report to the probation department or assigned probation officer monthly; pay any fines, court costs, probation fees, and treatment costs ordered; complete community service (no less than 24 hours, no more than 100 hours); attend a state-approved DWI Education course within the first six months of supervision; attend a Victim Impact Panel; complete an alcohol and drug evaluation to determine any substance abuse issues; and complete random substance testing (usually urinalysis and/or breathalyzer). These general probation conditions can be amended by the court or prosecution (prior to disposition) to allow for the unique needs of each offender to be met. Additionally, the court may amend these conditions at its discretion.

The most common addition to the aforementioned probation conditions is the installation of an ignition interlock device in the offender's vehicle. While some cases mandate an ignition interlock be ordered, a court may assign this at their discretion as well. When an ignition interlock device is ordered, it is typically ordered for half of the supervision period.

It is important to note an offender cannot receive deferred adjudication for an impaired driving offense in the state of Texas. As a result, many prosecutors have developed Pre-Trial Diversion programs. These programs function much in the same way a deferred adjudication would. Most Pre-Trial Diversion programs require the offender to complete a period of supervision successfully in exchange for the charge against them to be dismissed, typically with the understanding that if they are arrested a second time for an impaired driving offense they will be treated as a repeat offender. Pre-Trial Diversion programs vary in length and requirements vary from county to county. Each is run at the discretion of the prosecutor's office in that county.

Ignition Interlock Program

An ignition interlock is an alcohol-specific device that is wired into the ignition of a vehicle to prevent the driver from starting the vehicle after consuming alcohol. The device requires the driver to provide a breath sample in order for the vehicle to start. Once the vehicle is started, the device requires the driver to provide additional breath samples at randomly occurring intervals.

Ignition interlock is a mandated condition for certain impaired driving offenders. For those offenders on bond, an ignition interlock should be ordered when the offense is intoxication assault or intoxication manslaughter. Additionally, ignition interlock is required if this is a subsequent impaired driving offense for the offender.

For offenders placed on probation for intoxication assault or intoxication manslaughter, ignition interlock is mandated. Subsequent impaired driving offenders must also be ordered an ignition interlock. In the state of Texas, ignition interlock is not mandated for all first offenders. However, first offenders with a BAC of .15 or above or who are under the age of 21 at the time of arrest must be ordered an ignition interlock when placed on probation.

Typically, an offender who is ordered an ignition interlock will be required to have the device installed within 30 days of judgment or as a condition of bond. Offenders are usually required to keep the device installed in their vehicle for half of their ordered supervision period, assuming no violations occur.

While many circumstances require an ignition interlock be ordered, courts have the judicial discretion to order a device in other cases as they see fit. Courts also have the discretion to waive the ignition interlock requirement.



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 as well as to help to prevent and monitor impaired driving. Texas provides information related to the consequences of impaired driving in statewide media campaigns. The information on graduated driver licensing (GDL), zero-tolerance laws, and the requirements related to ignition interlock devices are integrated into the administrative sanctions and driver licensing program in Texas. This information is also part of the driver education curriculum.

Administrative License Revocation (ALR) is a traffic safety countermeasure. An ALR law authorizes police to confiscate the drivers licenses of individuals arrested on the suspicion of driving under the influence of alcohol and/or other drugs who either refuse to submit to a chemical test (breath or blood) or whose test results indicate a blood alcohol concentration (BAC) above the per se limit of 0.08. Drivers are given a notice of suspension that allows them to drive temporarily during such time the suspension may be challenged through an administrative hearing. If the suspension is not challenged through the hearing process or the suspension is upheld during the hearing, then the driver may have their license suspended for an extended period of time and/or receive an occupational license that allows them to transport themselves to and from work.

Table 3. ALR Sanctions for Adults

Refuses 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 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 4. ALR Sanctions for Minors

Refuses to provide a specimen following an arrest for DWI/BWI	180 days	First offense
	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, Intoxication Assault or Intoxication Manslaughter conviction during the 10 years preceding the date of arrest
Provided a specimen with an alcohol concentration of 0.08 or greater (or any detectable amount), following an arrest DWI/BWI or was not requested to provide a specimen following an arrest for an offense	60 days	First offense
	120 days	If previously convicted of an offense under Section 106.041, Alcoholic Beverage Code or Sections 49.04, 49.07, or 49.08 Penal Code, involving the operation of a motor vehicle
	180 days	If previously convicted twice or more of an offense under Section 106.041, Alcoholic Beverage Code or Sections 49.04, 49.07, or 49.08 Penal Code, involving the operation of a motor vehicle

In addition to these administrative initiatives, Texas is working with prosecution, judiciary, and probation professionals to maximize the effective use of ignition interlock devices to reduce recidivism associated with impaired driving.



Communication Program

Texas has developed and deployed a comprehensive, integrated communications program that addresses demographic, geographic, cultural, and statutory considerations. The approaches are audience-specific and innovative in concept and delivery. In addition to developing multi-lingual materials, care has been taken to ensure that messages are culturally appropriate and relevant.

Specific projects and campaigns have been included in Table 5. These efforts represent event-specific, holiday, and year-long efforts. The communication 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 5. Communication Projects and Campaigns

Project Title	Organization	FY 14	FY 15	FY 16
Christmas/New Year Holiday Campaign	Texas Department of Transportation	X	X	X
College and Young Adult	Texas Department of Transportation	X	X	X
DWI March for Change	AAA Texas and the Travis County Underage Drinking Prevention Program	X	X	X
Football Season Impaired Driving	Texas Department of Transportation	X	X	X
Hispanic Impaired Driving Campaign	Texas Department of Transportation	X	X	X
Impaired Driving Mobilization STEP Grant Program	Texas Department of Transportation	X	X	X
Labor Day	Texas Department of Transportation	X	X	X
Project Celebration	Texas Department of Transportation	X	X	X

The Texas Impaired Driving Task Force and TxDOT Traffic Safety staff (headquarters and district level) in conjunction with their creative agency partners have developed strong relationships with the following types of organizations in order to maximize the impact of all communications:

- Corporations - Valero, HEB, AMI, and Clear Channel Communications, etc.
- Business and Professional Associations - Representing restaurants, convenience stores, insurance, colleges, business alliances, chambers of commerce, OSHA, etc.
- Professional Development Groups - Leadership Program for Young Hispanics, etc.
- Youth and College Groups - Teens/U in the Driver Seat and other young driver programs
- Festival and Event Groups - San Antonio’s Fiesta, Fort Worth Stock Show, Circuit of the Americas in Austin, Republic of Texas (ROT) Rally, and college football tailgating and game time
- Alternative Transportation Opportunities - Pre-paid vouchers for cabs, etc.
- Distributor’s Campaign and Education Programs
- Community Outreach Activities – National Night Out, 100 Club, etc.
- National Safety Council’s Employer Network, Safe Communities & Teen Coalitions
- Judicial Networks (Teen Courts, TCCA, Judges/Clerks, etc.)

TxDOT Traffic Safety, in partnership with its creative agency partners, focuses on educating Texans across the state about the important issue of impaired driving by reaching the public through a variety of means. These include but are not limited to:

- TV – Public Service Announcements (PSAs) and Paid Advertising
- Radio – Public Service Announcements (PSAs) and Paid Advertising
- Billboards
- Gas Station Pump Topper Advertisements
- Convenience Store Point of Purchase Reminders
- Parking Lot Banners at Amusement Parks and Other Entertainment Venues
- Posters and Public Information Cards
- Press Releases and Media Events
- News Interviews (Print, TV, Online)
- Online Advertising
- Social Media (YouTube)
- Mobile Advertising
- Bus Wraps
- Sports Sponsorships
- Targeted mailing to employers
- Webinars
- Training
- Newsletters
- Websites

In addition to these mass media tactics, the communications plan includes a serious grassroots campaign to educate the public through word-of-mouth. TxDOT has 25 districts which 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 personally distribute educational materials to local employers. Many of the TSSs are organizing their own local safety coalitions, comprised of local law enforcement, business leaders, and concerned citizens to address this complex issue at the local level.

For many of the impaired driving campaigns, the creative ad agencies design tours, such as the traveling jail cell for the Labor Day Campaign: *Drink. Drive. Go to Jail.* These tours travel to the major metro areas, college campuses, and rural safety fairs to spread the word about drinking and driving. These tours frequently include a drawing for a prize for anyone who takes a pledge not to drink and drive.

Communication materials on impaired driving are also distributed to driver education classes and driving safety classes statewide. TxDOT and its ad partners regularly distribute educational DVDs with videos showing the consequences of drinking and driving. In the past, these have included documentary-style videos telling the stories of the victims of intoxicated driving and their families. They have also included interviews of real people who have been charged with DWI, telling others about the adverse consequences.

TxDOT Traffic Safety and its ad agency partners regularly perform market research to determine what messages and tactics will best reach the target audiences. This is important because Texans live in a fast-changing social environment, and thousands of new people move to Texas every month drawn by the

booming economy. Based on this important research, subtle changes to campaigns have been made. One example is “planning ahead” instead of waiting until the drinking begins. Another example is replacing the term “designated driver” with “sober driver” since it has been discovered that frequently the designated driver is the one who is the least intoxicated.

Coalitions serve as the mouthpiece to the communication program. In order to maximize the reach of these coalitions, Task Force members advocate for both greater cooperation within individual coalitions and also between established and emerging local, regional, and statewide coalitions. While there are a number of coalitions dedicated to raising impaired driving awareness, their efforts may go unnoticed by coalitions in distant and even surrounding jurisdictions. In the future, Task Force members would like to compile and maintain an exhaustive database containing contact and event-specific information for each individual coalition. The database would also serve as a platform for facilitating discussion, reporting efforts, and sharing materials and best practices between groups. Creating and maintaining a central coalition database would help to expand the reach of the important outreach materials that have already been produced



Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation

Based on research related to substance abuse in general and impaired driving in particular, a number of offenders have alcohol and/or other drug dependency problems that require complex solutions and approaches for effective intervention. The primary reason that screening, assessment, treatment, and rehabilitation are included in the Texas Impaired Driving Plan is to prevent crashes and fatalities by addressing the root cause of a large portion of the impaired driving problem.

This area has been a challenge for the Texas Impaired Driving Task Force to affect. It has been difficult to identify and maintain the appropriate individuals or organizations to serve on the Task Force since its primary focus is not specifically tied to traffic safety. The Task Force has identified potential representatives in order to better integrate these disciplines into the regular functions of the Task Force.

In addition to incorporating effective representation into the operations of the Task Force, Texas has worked to encourage employers, educators, community supervision/probation officers, and health care professionals to implement policies and procedures that assist them in screening and assessing individuals so that they might be referred for treatment.



Screening and Assessment

The primary manner in which Texas encourages employers, educators, probation officers, and health care professionals to identify and intervene with individuals who they deem as in need of appropriate treatment is to educate them on the signs of impairment or substance abuse. These educational initiatives target employers, schools (K-12 and higher education), probation, law enforcement, and health care. From the point of identification, organizations are encouraged to develop processes to refer people to treatment opportunities. This identification and assessment is not required by law, but the basis of this encouragement is general safety, liability, loss of resources, and costs related to absences or criminal processing. For example, probation departments across the state of Texas handle screening of DWI offenders differently. Some departments screen offenders in-house while others refer offenders to licensed providers within the community. Each probation department

follows the policies and procedures established by the courts in their jurisdiction and departments. Additionally, Texas provides for DWI or Drug Courts that incorporate screening, assessment, and treatment into its process.



Screening and Brief Intervention

One evidence-based screening that has been implemented by stakeholders is Screening and Brief Intervention Referral to Treatment (SBIRT) or Screening and Brief Intervention (SBI). SBIRT involves a short screening designed to identify both real and potential problem alcohol use. It should also motivate an individual to moderate any harmful behaviors identified. Research indicates that the majority of impaired driving problems are caused by individuals who perceive themselves to be “moderate drinkers”. They underestimate the amount of alcohol consumed in the setting prior to driving and/or how intoxicated they are. The majority of the population driving impaired are risky drinkers (or self-defined moderate drinkers who are unknowingly too impaired to drive); fewer impaired drivers are those who are in need of treatment. As such, research indicates SBI can dramatically reduce impaired driving incidents as well as other injuries sustained under the influence of alcohol. Current statewide grants that are utilizing SBIRT or SBI are: Texans Standing Tall’s *Screening and Brief Intervention for Risky Alcohol Use and Related Behavior Among College Students*, Texas A&M AgriLife Extension Service’s *Watch UR BAC*, Texas A&M Transportation Institute’s *Alcohol and Ignition Interlock Training for Adult Probation Officers*, and the Texas Municipal Courts Education Center’s *Motivational Interviewing Program for Juvenile Case Managers*.

The Impaired Driving Task Force strongly considers SBIRT and SBI are effective countermeasures against impaired driving. The Task Force would like to see additional professionals trained in SBIRT and SBI to implement this strategy statewide.

Treatment and Rehabilitation

With the exception of DWI/Drug Courts, the Texas Impaired Driving Task Force is not directly engaged in treatment and rehabilitation activities. However, the Task Force works with health care and other professionals related to treatment and rehabilitation. Texas rural judges are being educated on how to employ innovative approaches to assess and treat offenders in areas where treatment options are limited by engaging community-based options. Local courts are using minor in possession and public intoxication citations as a means to employ early intervention. Self-assessment and treatment referral are part of alcohol education courses required for a wide range of alcohol and drug-related offenses.

While there are no federal funds related to traffic safety available in this area, the Task Force still considers Treatment and Rehabilitation to be a valid countermeasure and will continue to pursue other available funding and collaborative opportunities.



Monitoring Impaired Drivers

In Texas, DWI offenders can be monitored through court-ordered probation. Additionally, offenders may be monitored through pre-trial diversion programs, which have been created because Texas does not allow for deferred adjudication of DWI offenses. Typically, offenders in Pre-Trial Diversion programs are monitored by probation departments or courts. Elements of DWI supervision may include ignition interlocks or other monitoring devices, chemical assessment, treatment or rehabilitation, and other sanctions. In addition to ignition interlock, probation departments may require offenders to have an in-home alcohol monitoring device, a transdermal alcohol monitoring

device, or a portable alcohol monitoring device. These sanctions are typically applied on a case-by-case basis.

Texas does not have a statewide system that tracks impaired drivers through the criminal justice system. Members of the Texas Impaired Driving Task Force are involved with educating the judiciary and probation to engage offenders so that they will comply with the elements of their sentencing.

One way to enhance monitoring of offenders is to make information regarding mandatory ignition interlock easily available to law enforcement during routine traffic stops. This will enable an officer to know if an individual should not be operating a motor vehicle without an ignition interlock installed. Further access to this information will aid in the enforcement of the ignition interlock component of supervision.

Texas has established funding for DWI/Drug Courts, which integrate screening and assessment, treatment and rehabilitation while monitoring impaired drivers. This integrated monitoring process helps to improve compliance among offenders and is aimed at reducing recidivism.



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 Texas Impaired Driving Task Force and the TxDOT Alcohol and Other Drugs Countermeasures Program rely primarily on crash data from the Texas Crash Records Information System (CRIS) and NHTSA's Fatality Analysis Reporting System (FARS). Additionally, the State utilizes various forms of demographic databases such as the U.S. Census. As projects and programs develop, program partners initiate surveys that explore attitudes and reactions to laws, educational campaigns, and cultural issues related to impaired driving.

When programs or processes are evaluated in relation to impaired driving, researchers use data from criminal histories, drivers licensing, vehicle registration, focus groups, interviews, and surveys (observational, educational, and attitudinal).

Texas does not have an impaired driving database that provides for a continuous connection between arrest and adjudication for DWI offenders across the State. For the purpose of research and evaluation, efforts are being made to try to connect data from criminal histories and drivers licensing, so that stakeholders can assess the impact of countermeasures on DWI and more specifically recidivism. While TRCC is currently working to coordinate CRIS, DSHS, DPS, and Court Records, an impaired driving database would ideally encompass these and additional records.

In order to establish an impaired driving database, all possible sources of data will need to be identified. While multiple impaired driving stakeholders collect relevant data, it is important to consider that some data will be protected by Health Insurance Portability and Accountability Act (HIPAA) and other confidentiality regulations. Standard operating procedures will need to be established to de-identify this protected data while still linking it to the other sources in the database.

Once potential organizations and data sources are identified, a custodian of records will need to be identified. This entity will likely be responsible for merging all of the available data into one database, as well as maintenance of the database.

The first identifiable step is to survey impaired driving stakeholders for the data types they have, sources they use, and any potential barriers to sharing their data. Additionally, this will give the Task Force information on who is willing to share their data, and if any incentives are needed for stakeholders to share their data. Understanding what data is available, will allow stakeholders to better understand how to move forward in establishing an impaired driving database.

Summary

The Texas Impaired Driving Task Force and the Texas Impaired Driving Plan have evolved over the last ten years to include all aspects of the impaired driving continuum. The Texas Impaired Driving Plan encompasses the areas of Program Management and Strategic Planning, Prevention, Criminal Justice, Communications, Alcohol and Other Drug Misuse, and Program Evaluation and Data to use a multifaceted approach affecting the issue of impaired driving. By taking this holistic approach, the Task Force can significantly impact impaired driving in the State. New and innovative projects are funded each year by TxDOT's Traffic Safety Alcohol and Other Drug Countermeasures Program to address all of the diverse components of the impaired driving program. The Task Force and the plan are robust in nature and will continue to change and evolve as processes and laws change in the State. Both the Task Force and the plan will continue to improve, so that the State can make progress toward eliminating the deadly and far-reaching problem of impaired driving.

Appendices

Appendix A – Impaired Driving Internal Assessment Matrix

Note: This matrix summarizes the recommendations that were made by the NHTSA State Alcohol Assessment Team (November 2010). These recommendations are not binding to the state, but rather represent good practices that the assessment team referenced based on initiatives in other states. Since each state is different in terms of geography, demographics, statutes, etc., these recommendations are offered as suggestions. TxDOT periodically reviews the progress towards or reasons why particular recommendations may not be appropriate. This matrix is used as part of the discussion between TxDOT and NHTSA.

*Recommendations are categorized according as: Completed, On-Going, In-Progress, Requires Legislative Action, Not Currently Being Addressed. Priority Recommendations are in **Bold** based on the NHTSA State Alcohol Assessment conducted in 2010. NHTSA will conduct another assessment in August 2015.*

	Recommendations	Status (Revised June 2015)	Comments/References
I.	PROGRAM MANAGEMENT AND STRATEGIC PLANNING		
1-A	State, Local and Tribal DWI Task Forces or Commissions		
	Create and convene a DWI Task Force consisting of membership, at the highest level, of stakeholder organizations to review the findings and recommendations of the 2010 Impaired Driving Assessment Report.	Complete On-Going	Texas has created an Impaired Driving Task Force that is facilitated by the Texas A&M Transportation Institute on behalf of TxDOT. The Task Force includes, but is not limited to, representation from prevention, criminal justice, communication, treatment/rehabilitation, research, advocacy, public health, and education. The Task Force revises/approves the state’s Impaired Driving Plan as well as establishing subcommittees to focus on specific aspects of the impaired driving issue and report back to the entire Task Force membership.

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

	Recommendations	Status (Revised June 2015)	Comments/References
	Implement recommendations from the Impaired Driving Assessment Report with priorities set by the DWI Task Force.	On-Going	The Texas Impaired Driving Task Force meets periodically throughout the year (in whole and in-part) to review the implementation status of the assessment's recommendations. This matrix is intended to track the progress of activities related to the assessment recommendations. The implementation efforts will be an on-going process until impaired driving is no longer a significant traffic safety issue in the state.
	Document and evaluate the impact of the San Antonio Traffic Jam coalition model and if proven successful build similar regional and local coalitions where appropriate.	Complete On-Going	TxDOT has recommended that other Districts/local communities adopt the Traffic Jam approach to ensure traffic safety initiatives are coordinated between agencies and organizations (with and without TxDOT grants). Community coalitions are an active part of the efforts to address impaired driving. See appendices for a list of the current community coalitions.
1-B	Strategic Planning		
	Undertake the state's strategic planning process in a holistic, coordinated and comprehensive manner.	Complete On-Going	The strategic planning process is coordinated by TxDOT for the entire Traffic Safety Program and includes a diverse set of stakeholders from state and local levels.
	Implement remaining recommendations from the 2007 Traffic Records Assessment.	In-Progress	The Traffic Records Working Group meets separately, but has representation from the Impaired Driving Task Force.
1-C	Program Management		
	Conduct training on the eGrant system for the new Traffic Safety Specialists who have recently transferred or been hired as part of the Texas Traffic Safety Section (TRF-TS)	On-Going	Training is on-going and on-line help is available as needed basis. Traffic Safety personnel participate in the training with alongside sub-grantees to maximize communication.
	Conduct program evaluation in addition to an administrative evaluation of the Impaired Driving Program area.	On-Going	Targeted evaluations continue and an evaluation component has been implemented as appropriate on selected projects.
1-D	Resources		
	Fill the Traffic Safety Section vacant program manager and Traffic Safety Specialist positions as soon as possible.	On-Going	TxDOT works diligently to fill program manager and traffic safety specialist positions as vacancies arise. The section has also added supervisor and lead positions to boost the efficiency of the section. Traffic Safety staff meet regularly which has enhanced the continuity across the state.

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	Recommendations	Status (Revised June 2015)	Comments/References
	Import NHTSA sponsored training in Program Management, Safe Communities, Impaired Driving and Financial Management for all program managers and traffic safety specialists.	In-Progress	TxDOT traffic safety staff attend NHTSA training on a regular basis. Annual grant delivery meetings are also held with subgrantees to provide continuous project management training.
	Establish funding based on portions of fines, court costs, etc., to support long term projects and promote self-sufficiency.	In-Progress, but Requires Legislative Action	This recommendation has been discussed at length among the program partners. Implementation of this recommendation would require legislative action. During the last Texas legislature, representatives introduced very few bills that required a fiscal note since school financing and the overall state budget was a major issue.
1-E	Data and Records		
	Develop a statewide DWI tracking system and designate the appropriate agency to act as its custodian.	In-Progress	This recommendation will be very difficult and expensive to implement statewide. The program partners are examining ways to link existing data to address this issue.
	Provide grant funding for middleware to make existing law enforcement records management systems compatible with Law Enforcement Advanced DUI/DWI Reporting System (LEADRS).	In-Progress	TxDOT continues to support the LEADRS program to address this issue and believes it is a priority in making the system viable for the majority of law enforcement agencies in the state.
1-F	Communication Program		
	See Section IV for Recommendations		
II.	PREVENTION		
2-A	Responsible Alcohol Service		
	Increase the State excise tax rates for all alcoholic beverages to equal the national average.	Requires Legislative Action Not Currently Being Addressed	Even though the use of fees to support project self-sufficiency is a priority by stakeholders, the perception of raising any taxes (including fees) has met with little support. The excise tax is not calculated according to a % of the price of the alcohol, but rather as a flat tax. Changing this formula would be beneficial to funding fiscal requirements related to dealing with impaired driving. The significant Texas liquor lobby would fight this potential change with considerable resources.
	Dedicate a portion of the State excise tax on alcohol to alcohol control enforcement, impaired driving countermeasures and alcohol abuse prevention and treatment services.	Requires Legislative Action Not Currently Being Addressed	

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	Recommendations	Status (Revised June 2015)	Comments/References
2-B	Transportation Alternatives		
	Require that designated driver programs stress no alcohol for the designated driver.	On-Going	TxDOT and program partners have stressed designated driver programs and alternative transportation options as an acceptable substitute to driving after drinking especially in conjunction with holiday periods and special events
	Continue to develop public/private partnerships designed to promote alternative methods of transportation.	On-Going	
	Ensure alternative transportation programs do not encourage or enable excessive drinking.	On-Going	
	Require that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals and do not unintentionally promote over-consumption.	On-Going	TxDOT has remained consistent with this message in terms of funding projects and awareness/educational campaigns.
2-C	Community-Based Programs		
2-C-1	Schools		
	Provide schools with current, accurate impaired driving information to assure that Texas Essential Knowledge and Skills (TEK) for Health Education are met.	Complete On-Going	Projects that support this recommendation have been in place for several years.
	Replicate <i>Shattered Dreams</i> and other prevention strategies in schools throughout Texas.	Complete On-Going	Shattered Dreams or similar programs are available in most parts of the state. Currently, individual schools or districts must fund the implementation of Shattered Dreams in the local areas.
	Establish a college alcohol abuse/impaired driving prevention consortium.	Complete On-Going	Programs, educational and awareness, such as peer-to-peer and social norm change are being implemented at post-secondary institutions.
2-C-2	Employers		
	No Recommendations		
2-C-3	Community Coalitions and Traffic Safety Programs		
	Coordinate the Safe Communities model with Drug Free Communities, Strategic Prevention Framework-State Incentive Grant (SPF-SIG), and other local traffic safety and substance abuse prevention coalitions throughout Texas.	In-Progress	Texas is utilizing a Safe Communities type model to engage stakeholders at the local level to address traffic safety as a threat to the community. Impaired subcommittees are often part of this approach to provide specific attention to that problem then report back to the larger group.

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	Recommendations	Status (Revised June 2015)	Comments/References
	Provide funding to sustain community coalitions developed under the Strategic Prevention Framework-State Incentive Grant (SPF-SIG).	In-Progress	
III.	CRIMINAL JUSTICE SYSTEM		
3-A	Laws		
	Enact a statute that allows well planned and fairly executed sobriety checkpoints.	Requires Legislative Action	The statute related to sobriety checkpoints has been introduced in the legislature during the last several legislative sessions without success. Texas has taken another approach to address the problem of impaired driving in an aggressive manner (enforcement and deterrence). No-Refusal activities have met this need and what began as a focused weekend effort in select areas has spread to a diverse set of jurisdictions.
	Strengthen Administrative License Revocation to allow the process to immediately remove impaired drivers from the road.	Requires Legislative Action	The license is "removed" from the impaired driver, but a temporary permit is issued. Even without a valid license, drivers are choosing to continue to drive. There is an ALR evaluation report submitted to TxDOT in October will serve as a significant discussion document as to the effectiveness of ALR in Texas.
3-B	Enforcement		
	Enact a statute that allows well planned and fairly executed sobriety checkpoints.	Requires Legislative Action	The statute related to sobriety checkpoints has been introduced in the legislature during the last several legislative sessions without success. Texas has taken another approach to address the problem of impaired driving in an aggressive manner (enforcement and deterrence). No-Refusal activities have met this need and what began as a focused weekend effort in select areas has spread to a diverse set of jurisdictions.
	Implement mandatory SFST refresher certifications.	On-Going	Two program partners provide this training throughout the state to ensure that the SFST Update is available and that law enforcement officers can maintain their certification in this area. Currently, SFST instructors are mandated by the Texas Commission on Law Enforcement (TCOLE) to take refresher certification courses every two years, however, it is not a mandate for officers.

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	Recommendations	Status (Revised June 2015)	Comments/References
	Expand utilization of DRE officers in DWI mobilizations and fatality collision investigations.	Complete On-Going	DREs are incorporated in to mobilizations, no-refusal enforcement activities, and fatal crash investigations.
	Expand development and deployment of the LEADRS.	Complete On-Going	Texas is in the process of expanding the LEADRS program.
	Increase use of TABC agents in STEP/IDM activities.	Complete On-Going	TABC agents are incorporated in to mobilizations, source and crash investigations.
3-C	Publicizing High Visibility Enforcement		
	Expand the use of awareness surveys to measure the effectiveness of the media campaign.	Complete On-Going	Currently using this approach on media campaigns as well as program/project evaluations.
	Expand the use of the TxDOT web site to promote impaired driving related PIE materials.	On-Going	TxDOT and their media contractors work diligently with subgrantees to disseminate the information and make media easily accessible/usable.
3-D	Prosecution		
	Hold a listening session for all elected prosecutors in the state to identify what strategies and resources they need to improve their prosecution of impaired driving.	Complete On-Going	This action was completed as part of the FY13 project administered by the Texas District and County Attorneys Association (TDCAA). A meeting was held at the elected prosecutor's conference in December 2013 to discuss this.
3-E	Adjudication		
	Analyze the filings and dispositions from all courts, statewide and link to the arrest data and prosecution information for each court to identify weaknesses both geographically and systemically to strengthen efforts to improve the adjudication of impaired driving.	Not Currently Being Addressed	This is very difficult to accomplish in Texas due to the court structure and lack of a comprehensive, statewide database related to DWI. There are ways of tackling this analysis in those counties where data streams exist. One approach might be to look at this analysis through sampling (similar approach that occupant protection utilizing for their surveys). Texas could designate specific counties within the state as sample counties and pull the necessary at that level in order to provide a viable estimation for the state as a whole.
	Apply the analysis to planning and management of resources to improve the adjudication of impaired driving.	Not Currently Being Addressed	This is being addressed in other ways since the analysis of convictions is not available at a depth necessary to address specific geographic or other systematic challenges.

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	Recommendations	Status (Revised June 2015)	Comments/References
	Continue to develop and improve the science content in the judicial education about alcohol and other drugs.	On-Going	By utilizing judicial liaisons at multiple levels, the state educates judges using experts in the field. The liaisons work with state and national resources to ensure that they provide quality information to those judges hearing impaired driving cases. Each of the judicial training centers in the state hold annual educational conferences that address impaired driving specifically.
	Map the judicial education resources and see where and how synergies might be created.	On-Going	Judicial education is coordinated statewide.
	Review the probation education and the DWI court education and identify opportunities to share education resources.	In-Progress	Some of this analysis has been completed and has resulted in additional training for the target audiences.
	Increase the consistency of information given on alcohol and other drugs in impaired driving cases so that the police, prosecutors, judges and probation hear the same science.	On-Going	This recommendation is being addressed at some levels through organizations that are part of the program partners. Resources could be developed, such as a toolkit, where all members of the process receive the same information (PowerPoint presentations to use in court, short videos for court and/or role call meetings with law enforcement, etc.). Other states have accomplished this on varying levels.
	Increase probation resources for the management of impaired driving cases.	Not Currently Being Addressed	The resources allocated for probation in Texas are determined at the county level since the officers are county employees. TxDOT and the program partners can work with the counties and statewide organizations to promote training and education, but do not have the authority to affect the probation resources at the county level.
3-F	Administrative Sanctions and Driver Licensing Programs		
3-F-1	Administrative License Revocation and Vehicle Sanctions		
	Commission an assessment of ALR in Texas to establish best practices and identify the most effective design and focus on ways to optimize interactions between administrative and criminal proceedings.	In-Progress	This assessment will be completed at the end of the FY12 grant year.

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	Recommendations	Status (Revised June 2015)	Comments/References
	Establish a forum for regular communication between the judiciary and administrative adjudicators of impaired driving proceedings.	In-Progress	Training and communication has begun between these entities through projects managed by one of our judicial program partners. The completion of the ALR evaluation will also inform this communication.
3-F-2	Programs		
	Provide information regularly to minor drivers and law enforcement regarding the provisions of Graduated Driver Licensing, as awareness has definitely been shown to drive down the crash rates of this age group.	In-Progress	Informational materials are distributed to driver education school owners online. The list of school owners is maintained by the Texas Education Agency. Additionally, workshops are provided by Education Service Center 6 and 13.
IV.	COMMUNICATION PROGRAM		
	Continue to coordinate messages related to impaired driving campaigns with national campaigns to ensure a consistent message is delivered.	Complete	Careful attention is given to providing and maintaining a consistent message regarding impaired driving.
V.	ALCOHOL AND OTHER DRUG MISUSE: Screening, Assessment, Treatment and Rehabilitation		
5-A	Screening and Assessment		
5-A-1	Criminal Justice System		
	Require, develop and implement a program of screening and assessment for all DWI offenders prior to sentencing.	Not Currently Being Addressed	
	Provide results of screening and assessment and treatment recommendations to courts for consideration in sentencing of DWI offenders.	Not Currently Being Addressed	
	Require completion of appropriate treatment, as determined by standardized screening and assessment as a condition of relicensing.	Not Currently Being Addressed	Currently, relicensing is based only as a function of time elapsed. Individuals do not need to complete a screening or assessment to regain their license.
5-A-2	Medical or Health Care Settings		
	Implement Screening Brief Intervention Referral and Treatment in all hospital emergency rooms in Texas.	Not Currently Being Addressed	
	Provide insurance coverage for Screening Brief Intervention and Treatment services.	Not Currently Being Addressed	

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	Recommendations	Status (Revised June 2015)	Comments/References
	Repeal Alcohol Exclusion Laws in Texas.	Not Currently Being Addressed	
5-B	Treatment and Rehabilitation		
	Require, develop and implement a program of screening, assessment and treatment for all DUI offenders prior to sentencing.	Requires Legislative Action	Recent legislative changes allow cities and counties to fund and hire juvenile case managers to work with DUI offenders.
5-C	Monitoring Impaired Drivers		
	Expand the use of DWI Courts for monitoring DWI offenders.	In-Progress	Judicial training entities are working with DWI courts as well as assisting other courts with developing a "DWI court" type docket in those areas without one.
	Support training for clergy to provide substance abuse counseling in rural areas.	Not Currently Being Addressed	Texas will investigate how it can incorporate this into the program.
	Continue to coordinate messages related to impaired driving campaigns with national campaigns to ensure a consistent message is delivered.	Complete	Careful attention is given to providing and maintaining a consistent message regarding impaired driving.
VI.	PROGRAM EVALUATION AND DATA		
6-A	Evaluation		
	Develop a database or system to collect requisite data to demonstrate the number of DWI arrests in the state annually, and the timeliness and consistency of sanctions or disposition of the adjudicatory process.	Not Currently Being Addressed	Different entities in the state are discussing the possibility of developing and implementing such a database.
	Evaluate the success of impaired driving countermeasures being used in the state.	On-Going	Evaluations are currently being performed on countermeasures deployed in the state.
6-B	Data and Records		
	Fund efforts to improve data quality as a priority, in order that future funding decisions are made based on the most cost-effective data-driven and evidence-based information that is available.	In-Progress	TxDOT has worked to implement the Crash Records Information System (CRIS) and CRASH, secure internet application for law enforcement agencies to process crash reports electronically and remotely. These two improvements to data gathering has been a major improvement in TxDOT and other stakeholders being able to apply data driven approaches to the issue of impaired driving. As a compliment to this crash data, addressing the issues related to arrest and conviction data would be

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	Recommendations	Status (Revised June 2015)	Comments/References
			another significant improvement to evaluating the cost-effectiveness and evidence-based decisions related to impaired driving.
	Establish a technology subcommittee within the Traffic Records Coordinating Committee.	Not Currently Being Addressed	
6-C	Information and Records Systems (including Licensing)		
	Participate actively in the Traffic Records Coordinating Committee to stay apprised of opportunities to be involved in any database changes or development that would impact the transmission of electronic conviction data to the Driver License Division.	On-Going	

Appendix B – NHTSA’s Technical Assessment

NHTSA’s Technical Assessment of the Texas Alcohol Program

PRIORITY RECOMMENDATIONS

PROGRAM MANAGEMENT AND STRATEGIC PLANNING

- Create and convene a DWI Task Force consisting of membership, at the highest level, of stakeholder organizations to review the findings and recommendations of the October, 2010 Impaired Driving Assessment Report.
- Implement recommendations from the Impaired Driving Assessment Report with priorities set by the DWI Task Force.
- Undertake the state’s strategic planning process in a holistic, coordinated and comprehensive manner.
- Fill the Traffic Safety Section vacant program manager and Traffic Safety Specialist positions as soon as possible.
- Establish funding based on portions of fines, court costs, etc., to support long term projects and promote self-sufficiency.
- Develop a statewide DWI tracking system and designate the appropriate agency to act as its custodian.
- Provide grant funding for middleware to make existing law enforcement records management systems compatible with Law Enforcement Advanced DUI/DWI Reporting System (LEADRS).

PREVENTION

- Increase the State excise tax rates for all alcoholic beverages to equal the national average.

CRIMINAL JUSTICE SYSTEM

- Enact a statute that allows well planned and fairly executed sobriety checkpoints.
- Strengthen Administrative License Revocation to allow the process to immediately remove impaired drivers from the road.
- Expand utilization of DRE officers in DWI mobilizations and fatality collision investigations.
- Expand development and deployment of the LEADRS.

- Hold a listening session for all elected prosecutors in the state to identify what strategies and resources they need to improve their prosecution of impaired driving.
- Increase probation resources for the management impaired driving cases.
- Commission an assessment of ALR in Texas to establish best practices and identify the most effective design and focus on ways to optimize interactions between administrative and criminal proceedings.

ALCOHOL AND OTHER DRUG MISUSE: Screening, Assessment, Treatment and Rehabilitation

- Require completion of appropriate treatment, as determined by standardized screening and assessment as a condition of relicensing.
- Repeal Alcohol Exclusion Laws in Texas.
- Support training for clergy to provide substance abuse counseling in rural areas.

PROGRAM EVALUATION AND DATA

- Develop a database or system to collect requisite data to demonstrate the number of DWI arrests in the state annually, and the timeliness and consistency of sanctions or disposition of adjudicatory process.

Appendix C – Review of NHTSA’s Priority Recommendations

Detailed Review of the Priority Recommendations

General questions about the recommendations:

- Are the priority recommendations currently being addressed? If so, how?
- If the priority recommendations are not being addressed, can the Texas program move forward to address the recommendation? If not, are there other activities that can meet the intent of the recommendation?
- Rank the recommendations and determine the practicality of implementing the recommendation.

Specific questions related to individual recommendations:

- NHTSA recommends a statewide DWI Task Force consisting of high level membership from stakeholder organizations to review the recommendations of the NHTSA assessment. Does this group of program partners meet the intent of a statewide DWI Task Force? If not, what organizations and/or individuals need to be present to be address the recommendations and/or other issues related to impaired driving in the state?
- We have undertaken a holistic strategic planning practice for a number of years with the program partner group, how can we better communicate that to NHTSA so that they accept the process as coordinated and comprehensive?
- How can we investigate the feasibility of establishing funding based on portions of fines, court costs, etc. in an effort to fiscally support the impaired driving programs in the state?
- Do we believe that a statewide DWI tracking system is feasible? Can it be accomplished on a statewide level or do we need to approach it by taking a sample from existing databases in an effort to determine the productivity/efficiency of the DWI process?
- How well are we doing in addressing the middleware issues to allow enforcement agencies to access and/or better utilize LEADRS?
- What would the process be to change the excise tax rates for alcoholic beverages to meet the national average? Is addressing this recommendation even feasible?
- What are the chances of sobriety checkpoints being supported through the legislative process? If we assume that sobriety checkpoints have a low probability of legislative success, how can we equate other countermeasures, especially no refusal activities, to the perceived success of sobriety checkpoints in regards to deterring impaired driving?
- TxDOT has funded a project to evaluate the ALR process. Is it possible to strengthen the ALR process to actually remove impaired drivers from the road in a timely manner?
- How are we utilizing DRE officers as part of DWI mobilizations and/or fatal crashes?
- How can officers trained through the ARIDE curriculum augment the recommendation to have DREs as part of the DWI mobilizations or on site during fatal crash investigations?
- How can we expand the deployment of the LEADRS program?
- Have we conducted a listening session for all elected prosecutors in the state to identify what strategies and resources they need to improve their prosecution of impaired driving? If so, what were the results? If not, is this something that we can include in a current or future TxDOT

project? Would a survey be appropriate in combination with focus groups to ensure all elected have a chance to participate?

- NHTSA recommended increasing the resources for the management of impaired driving cases in the area of probation/community service. Given that the limited financial resources associated with all state services, how can we improve the community supervision process related to impaired drivers so that we can maximize the impact of probation on the prevention of impaired driving?
- NHTSA recommended that Texas require completion of appropriate treatment as determined by standardized screening and make that a condition of relicensing. How do we address this recommendation? Is it adequate that we are using this approach through DWI/Drug court approach? Is this practical considering the judicial system in Texas?
- What is the process to repeal the Alcohol Exclusion Laws that provide challenges for gathering evidence related to impaired driving crashes?
- What would be approaches to monitor impaired drivers? NHTSA recommends incorporating clergy (faith based representatives) into the substance abuse counseling incorporate this concept in order to address the real issues of treatment?
- NHTSA recommends that Texas develop a database/system to collect data related to DWI arrests, consistency/timeliness of the sanctions and disposition of the adjudicatory process. Texas' has a diverse set of agencies with varying degrees of technology/data collection capabilities. The Legislature has set a requirement that DPS produce a report detailing information related to DWI convictions. Texas expends a significant amount of resources addressing the problem of impaired driving and it is important to evaluate the effect of the application of these resources. Is a statewide DWI tracking system feasible? If so, how can it be accomplished? If not, is there another approach that can meet the need for process assessment/evaluation?

Appendix D – Glossary of Terms

Alcohol-Related Crashes – Crashes where at least one of the drivers had a BAC of 0.08 g/dL or above at the time of the crash.

Crash Reporting – Various data sources contribute to forming problem identifications, and project and program evaluation. The majority of the data originates from TxDOT’s Crash Records Information System (CRIS), which in turn, derives from individual Texas Peace Officers Accident Reports (Form ST-3). Crashes in the TxDOT file are classified as K, A, B, or C-level crashes, so named to correspond to the most severe injury resulting from the crash as determined by the investigating officer:

- K = At least one person was killed
- A = Incapacitating injury
- B = Non-incapacitating injury
- C = the most severe injury sustained was a possible injury

Location Specific – Crash data, driver, vehicle, roadway characteristics, and other contributing factors are collected from TxDOT.

Other Location – Specific local crash data is collected at city and county levels. Local problem crash data typically consists of over-representation of crash causation factors on a specific segment of roadway, driver age groups, injuries per capita, alcohol, speed, etc. Seat belt and child passenger safety seat use data derives from local and statewide observational surveys. Health, injury, and emergency response data obtained from the Texas Department of State Health Services (DSHS).

Crash Reporting Information System (CRIS) – CRIS data supports problem identifications at statewide and local levels. These range from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed toward identifying and quantifying specifically targeted local and statewide traffic safety problems. It must be recognized that because of minor differences in coding rules and data certification, FARS data and that reported directly from the Texas Crash File are not always in sync.

Driving Under the Influence (DUI) – Texas statute provides a provision for any detectable amount of alcohol when a person is under 21 years of age. This is considered a DWI vs. a DUI when the BAC is at or above 0.08. The Texas statute that covers DUI is ABC 106.041 Driving Under the Influence by Minor.

Driving While Intoxicated (DWI) – A person commits an offense of DWI if the individual is operating a motor vehicle in a public place and has lost the normal use of their mental and/or physical faculties due to the introduction of alcohol and/or other drugs, or is at or above a 0.08 BAC.

Impaired/Impairment – The condition of being unable to perform as a consequence of physical or mental unfitness. Related to DWI, this unfitness was caused by the consumption of alcohol and/or other drugs and is evidenced by a BAC of at or above 0.08 g/dL or the observation of a driver who has lost the normal use of their mental and physical faculties.

Recidivism – Refers to a person’s relapse into criminal behavior often after a person receives sanctions or undergoes intervention for a previous crime. Recidivism is measured by criminal acts that resulted in rearrests, reconviction, or return to prison with or without a new sentence within a three year period

following the individual's release. In terms of this Plan, an example of recidivism would be a person who is arrested for an impaired driving offense, such as DWI, and is rearrested for another impaired driving offense within three years of the first arrest.

Strategic Highway Safety Plan (SHSP) – The Texas Strategic Highway Safety Plan establishes statewide goals, objectives, and key emphasis areas in consultation with federal, state, local, and private sector safety stakeholders. It serves as an initial attempt to identify key safety needs and guide investment decisions intended to lead to significant reductions in highway fatalities and serious injuries on all public roads. While the SHSP contains a driving impaired component, it was determined that the State needed an impaired driving plan that would further detail the State's goals and strategies toward reducing impaired driving-related fatalities and crashes; the Texas Impaired Driving Plan was developed and has been maintained to meet this need.

Texas (TxDOT) Alcohol and Other Drug Countermeasures Program – The Alcohol and Other Drug Countermeasures Program is a program area within the Traffic Safety Section (TRF-TS) of the Traffic Operations Division (TRF) of the Texas Department of Transportation (TxDOT). The Alcohol and Other Drug Countermeasures program secures funding from the National Highway Traffic Safety Administration (NHTSA). The goals of the program are to reduce the number of alcohol impaired and driving under the influence of alcohol and other drug-related crashes, fatalities, and injuries; and to reduce the number of DUI-related crashes where the driver is under age 21.

Texas Impaired Driving Plan – The document is intended to specifically support and inform the Texas Alcohol and Other Drug Countermeasures Program. The Plan was developed based on the requirements of MAP-21 and NHTSA's *Uniform Guidelines for State Highway Safety Programs*. The major sections in the Plan are Program Management, Prevention, Criminal Justice System, Communication Program, Screening, Assessment, Treatment and Rehabilitation, and Program Evaluation and Data.

Texas Impaired Driving Program Internal Assessment Matrix – Following the NHTSA Alcohol Assessment in November 2010, Texas began utilizing an internal impaired driving matrix as a discussion and action item tool with the Impaired Driving Task Force. The matrix detailed the final recommendations from the NHTSA team with special emphasis on the priority recommendations. This matrix tool is an easy to read document that details the recommendation, implementation status, and any commentary or references that are specific to that recommendation. The Impaired Driving Program Internal Assessment Matrix is revised at least once a year based on input from the Impaired Driving Task Force, and this revision process is facilitated by the Texas A&M Transportation Institute (TTI).

Texas Impaired Driving Task Force – A group of individuals and organizations representing the diverse stakeholders who are involved with impacting the impaired driving problem in the state of Texas. This group has representatives from a cross-section of organizations covering the areas of prevention, the criminal justice system, media development and education, advocacy, research, driver licensing and traffic records, traffic safety program management, as well as public health, screening, and treatment. Texas is a large, diverse state, so the members of the Task Force provide for representation in terms of various aspects of the impaired driving problem, potential solutions as well as geographic and demographic perspectives. At a minimum, the Task Force meets twice a year and is supported administratively by a grant administered by the Texas A&M Transportation Institute (TTI).

Appendix E – Texas Impaired Driving Task Force Procedures

The Impaired Driving Task Force administrator, currently Melissa Walden from Texas A&M Transportation Institute, reports directly to their organization or agency, but is responsible to the TxDOT Alcohol and Other Drug Countermeasures Program Manager based on the goals and objectives outlined in a Traffic Safety Grant. The Impaired Driving Task Force administrator is responsible for maintaining the operations of the Task Force as well as facilitating the required meetings. The administrator will generate required reporting to meet the intent and expectations that TxDOT and NHTSA has for a State-level impaired driving task force.

Texas Impaired Driving Task Force – Consists of representation from all aspects of the impaired driving process. Many of the members will be subgrantees with TxDOT Traffic Safety grants, but the Task Force membership will not be limited to these individuals and/or organizations. The Task Force is expected to have a large number of participants. The Task Force will be operational in nature and focus on specific issues, challenges, and/or projects/programs. At least one member of each organization represented on the Task Force must be represented at each Task Force meeting.

The Texas Impaired Driving Task Force must embrace and document a mission/purpose that is consistent with TxDOT and NHTSA has for a state-level impaired driving task force type group. A formal document needs to be submitted to TxDOT indicating the purpose of each group, what their objectives are for the grant year, and what areas they are investigating.

- The Texas Impaired Driving Task Force administrator is required to provide performance-related information to TxDOT through monthly performance reports in the TxDOT eGrants system. This information will also be available to NHTSA through eGrants.
- The Texas Impaired Driving Task Force administrator is required to make a short presentation twice during the grant year to TxDOT (attendees can include Traffic Safety Section Manager, Traffic Safety Program Managers, NHTSA, and other stakeholders).
- All Texas Impaired Driving Task Force administrative documents must be sent to TxDOT electronically for review. The final version of presentations will be posted on the impaired driving website (www.dyingtodrink.org).
- After action reports from all Texas Impaired Driving Task Force meetings will be published within 2 weeks of meeting unless there are extenuating circumstances involved. The TxDOT Alcohol and Other Drug Countermeasures Program Manager must be notified immediately of any potential delay. The final version of the after action reports will be posted on the impaired driving website (www.dyingtodrink.org).
- A follow-up status on action items will be submitted to the TxDOT Alcohol and Other Drug Countermeasures Program Manager and published on the website as appropriate.
- The Texas Impaired Driving Task Force administrator is responsible for: ensuring that a calendar for their groups are maintained; minutes are taken at meetings, documenting and tracking all action items generated during the meetings, and should anticipate reporting attendance at all meetings.

The Texas Impaired Driving Task Force are not bound by formal state meeting and records requirements, the business of these groups will be conducted in a spirit of openness and participation so that the recommendations of the Texas Impaired Driving Task Force reflect both the expertise of its

members and the input of the people of Texas at the state and local levels. The Texas Impaired Driving Task Force does not make final decisions on matters, but will provide TxDOT and other stakeholders with recommendations related to the issue of impaired driving.

Texas Impaired Driving Membership or Participation:

The individuals and organizations that participate in the Texas Impaired Driving Task Force represent the subgrantees associated with the Alcohol and Other Drug Countermeasures Program within TxDOT’s Traffic Safety Section as well as other stakeholders related to the impaired driving problem in the State. The specific participants in the Texas Impaired Driving Task Force may vary somewhat based on the types of grants supported by TxDOT funding as well as the willingness of non-funded entities related to impaired driving issues to participate. The goal of the group is to have each step of the process related to dealing with the issues of impaired driving addressed. The following process areas should be represented in the Texas Impaired Driving Task Force:

- Prevention
- Public Information and Education - Awareness
- Law Enforcement - Training, technical assistance, and/or operations including liquor law enforcement
- Prosecution - Education and/or technical assistance
- Judicial - Education and/or technical assistance
- Probation - Education and/or technical assistance
- Traffic Safety Research and Evaluation
- Crash Data Collection and Analysis
- Safe Community/Coalition - Focused on impaired driving issues
- Research
- Advocacy
- Treatment
- TxDOT Alcohol and Other Drug Countermeasures Program Manager and other TxDOT staff as appropriate
- National Highway Traffic Safety Administration (NHTSA) Regional Representative
- Employer

The proposed membership of the Texas Impaired Driving Task Force will include, but may not be limited to, the following types of representatives (or their designee):

- Governor’s Highway Safety Coordinator - Director of TxDOT’s Traffic Safety Section
- TxDOT’s Program Manager for Alcohol & Other Drug Countermeasures Program
- A representative from TxDOT’s Crash Analysis group
- A representative from the Office of Court Administration
- A senior administrator with the Texas Department of Public Safety (TxDPS) with experience in making arrests for drunk or impaired driving
- A representative with the Texas Department of Public Safety (TxDPS) with responsibility for driver’s license records
- A representative from drivers licensing division of TxDPS.
- A representative of the state agency responsible dealing with alcohol and drug abuse with responsibilities for human services. (This representative could be an individual in the private sector with experience in the area of treatment.)
- The director of the division of probation services or his or her designee

- A representative of a statewide law enforcement liaison group with experience in making arrests for drunk or impaired driving (this individual will represent the interests of local law enforcement).
- A representative of a statewide association of chiefs of police with experience in making arrests for drunk or impaired driving
- A representative of a statewide organization of county sheriffs with experience in making arrests for drunk or impaired driving
- A representative from a public health facility (trauma center, large hospital, etc.) with an experience dealing with traffic safety issues related to alcohol and/or other drug impairment
- A representative of a statewide association for the training of the judiciary with experience in adjudicating impaired driving cases: arrests for drunk or impaired driving
- A representative of a statewide organization of victims of drunk or impaired driving
- A representative of a statewide organization of district attorneys with experience in prosecuting drunk or impaired driving offenses (Texas Resource Prosecutor from the Texas District and County Attorneys Association) **(May also want to include a practicing state's attorney to include local perspective).**
- A representative of a statewide organization of criminal defense attorneys with experience in defending persons charged with drunk or impaired driving offenses **(May also want to include a practicing defense attorney to include local perspective).**
- A representative of a statewide organization that represents persons who sell alcoholic beverages at retail establishments
- A representative of a statewide organization that represents distributors of alcoholic beverages or the businesses involved in selling alcohol in Texas
- A representative from the Texas Alcoholic Beverage Commission (TABC) who is responsible for monitoring and investigating alcohol sales, distribution and consumption laws within the state.
- A representative from the Texas Department of Public Safety Breath Alcohol Testing Unit that is responsible for the chemical analysis of biological samples (breath and blood) collected as evidence in criminal cases (This could be the Scientific Director, technical supervisor, or high level chemist.)
- A representative from the State Office of Administrative Hearings who is responsible for enforcing administrative sanctions upon driver licenses of vehicle operators who refused to provide breath and/or blood sample for toxicological evaluation related to DWI charges (Could be administrative law judge or ALR Attorney).
- A representative from the Breath Alcohol Ignition Interlock Device industry to provide insight and clarity regarding installation, operating and monitoring as well as information on the introduction of legislation or the statutory requirements that are presently in place
- A representative from media development organizations that product public information and educational materials related to TxDOT's impaired driving program
- A representative from prevention focused organizations that target youth and adult public information and education
- A representative from advocacy groups directly focused on eradicating impaired driving
- A representative from public health organizations such as emergency room personnel to provide input based on a medical perspective
- A representative from a DWI court
- A representative from a national and statewide employer focused organization

Appendix F – Task Force Members by Individual

Last	First	Title	Organization	Email
Abbott	Clay	DWI Resource Prosecutor	Texas District and County Attorneys Association	abbott@tdcaa.com
Allen	Kayla	Chief of Special Crimes	Galveston County District Attorney's Office	kma.watson@gmail.com
Alpert	Richard	Assistant District Attorney	Tarrant County District Attorney's Office	ralpert@tarrantcounty.com
Arnold	Jason	Police Officer	College Station Police Department	jearnold@cstx.gov
Baimbridge	Alison	Assistant District Attorney	Harris County District Attorney's Office	BAIMBRIDGE_ALISON@dao.hctx.net
Barnett	Grace	Statewide Coalition Coordinator	Texans Standing Tall	gbarnett@texansstandingtall.org
Bauer	Lauralea	Program/Project Manager	Texas Department of Transportation	lauralea.bauer@txdot.gov
Bee	Taylor	TeenSafe Data Collection and Education Specialist	Baylor Scott & White Health - TeenSafe	tbee@hillcrest.net
Brooks	Bobbi	Program Manager	Texas A&M AgriLife Extension	blbrooks@ag.tamu.edu
Burton	Ted	Executive VP	Enviromedia	tburton@enviromedia.com
Carroll	Mindy	Grant Coordinator	Texas Alcoholic Beverage Commission	mindy.carroll@tabc.state.tx.us
Clark	Diane	Staff Associate III	Sam Houston State University	icc_dgc@shsu.edu
Daniel	Rob	Program Attorney	Texas Justice Court Training Center	rd48@txstate.edu
Davis	Michael	Academy Supervisor	Alamo Area Council of Governments	mdavis@aacog.com
Dennis	Maury	Senior Research Scientist	Texas A&M Transportation Institute	m-dennis@ttimail.tamu.edu
Diggs	William	Major	Texas Department of Public Safety	william.diggs@txdps.state.tx.us
Doran	Holly	TxDOT Program Director	Texas Center for the Judiciary	hollyd@yourhonor.com
Dorman	David	Court Monitor Program Specialist	MADD - Take the Wheel for Smith and Gregg Counties	David.Dorman@madd.org
Drucker	Christopher	Epidemiologist	Texas Department of State Health Services	christopher.drucker@dshs.state.tx.us
Dunman	Tyler	Assistant District Attorney	Montgomery County District Attorney's Office	tyler.dunman@mctx.org
Ellington	Maghan	Program Services Specialist	Texas Municipal Police Association - SFST	maghan.ellington@txsfst.org

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Last	First	Title	Organization	Email
Ericson	Paige	Research Associate	Texas A&M Transportation Institute	p-ericson@ttimail.tamu.edu
Graber	Jon	Associate Transportation Researcher	Texas A&M Transportation Institute	j-graber@ttimail.tamu.edu
Gutierrez	Jaime	Executive Director	MADD - State Office	Jaime.Gutierrez@madd.org
Hammond	Sarah	Associate Transportation Specialist	Texas A&M Transportation Institute	s-hammond@ttimail.tamu.edu
Harris	Kevin	Corporal	College Station Police Department	klharris@cstx.gov
Henk	Russell	Program Director, Teens in the Driver Seat	Texas A&M Transportation Institute	r-henk@tamu.edu
Hodges	Kimberly	Executive Director	National Injury Prevention Council	kimberley@nationalinjurypreventioncouncil.org
Hollis	Jim	Programs Director	Texas Department of Transportation	jim.hollis@txdot.gov
Holt	Nicole	Executive Director	Texans Standing Tall	nholt@texansstandingtall.org
Jermstad	Todd	Department Director	Bell/Lampasas Counties Community Supervision & Corrections Department	todd.jermstad@co.bell.tx.us
Kovar	Cindy	Program Coordinator	Brazos Valley Injury Prevention Coalition	CMKovar@ag.tamu.edu
Kuboviak	Jim	Director	Law Enforcement Mobile Video Institute - University of Houston Downtown	kuboviak@lemvi.com
Lochridge	Hope	Executive Director	Texas Municipal Courts Education Center	hope@tmcec.com
Lunceford	Celeste	Director of Offender Education Programs	Texas Department of State Health Services	celeste.lunceford@dshs.state.tx.us
Mabe	Richard	Austin Police Department	Austin Police Department	richard.mabe@austintexas.gov
Marquart	Cecil	Project Manager	Sam Houston State University	icc_cpm@shsu.edu
Marrero	Frank	Regional Program Manager	NHTSA - Regional Office	frank.marrero@dot.gov
McDonald	Dottie	Judicial Services Liaison	Smart Start, Inc.	dmcdonald@smartstartinc.com
McGarah	David	Program Manager	Texas Municipal Police Association - SFST	david.mcgarah@txsfst.org
Minevitz	Ned	Grant Administrator - DRSR and MTSI grants	Texas Municipal Courts Education Center	ned@tmcec.com
Mooney	Laura Dean	Program Coordinator	Texas A&M AgriLife Extension	LDMooney@ag.tamu.edu

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Last	First	Title	Organization	Email
Mudd	Anna	Toxicology Section Supervisor	Texas Department of Public Safety	anna.mudd@dps.texas.gov
Mullikin	Leah	Communication & Education Services Director	Texas Association of Counties	leahm@county.org
Naumann	Laurie	Program Coordinator	Texas A&M AgriLife Extension	laurie.naumann@ag.tamu.edu
Palmer	David	Major	Texas Department of Public Safety	david.palmer@dps.texas.gov
Pence	Terry	Traffic Safety Director	Texas Department of Transportation	terry.pence@txdot.gov
Prescott	Jena	Program Coordinator	Texas A&M Transportation Institute	j-prescott@ttimail.tamu.edu
Pryor	Nancy	Project Specialist and Office Manager	Texans Standing Tall - Screening and Brief Intervention	npryor@texansstandingtall.org
Robelia	Sherri	Traffic Safety Specialist	Texas Department of Transportation	sherri.robelia@txdot.gov
Robinson	Lisa	Program Manager	National Safety Council	lisa.robinson@nsc.org
Rogers	Shalandra	Program Manager	Texas Department of Transportation	shalandra.rogers@txdot.gov
Ryan	Kevin	Program Instructor	Texas Municipal Police Association - LEADRS	kevin.ryan@tmpa.org
Saenz	Frank	Alcohol and Other Drugs Program Manager	Texas Department of Transportation	frank.saenz@txdot.gov
Saint	Nina	Curriculum Director	SafeWay Driving Systems	njsaint@safewaydriving.com
Scott	Marsha	Driver Education and Behavior Program Manager	Texas Department of Transportation	marsha.scott@txdot.gov
Sewing	Gabby	Program Coordinator and Strategy Specialist	Texans Standing Tall - High Visibility Enforcement to Reduce Social Access	gsewing@TexansStandingTall.org
Souhami	Gloria	Program Director	Travis County Attorney's Office	gloria.souhami@co.travis.tx.us
Stratton	Doug	Account Supervisor	Guerra Deberry Coody and Company	dstratton@gdc-co.com
Summers	Jay	Sergeant	College Station Police Department	jsummers@cstx.gov
Tedder	Jay	Deputy Scientific Director Breath Alcohol Testing	Texas Department of Public Safety	james.tedder@dps.texas.gov
Thomas	Dannell	Component Director	Education Service Center - Region 6	dthomas@esc6.net
Thorp	Kara	Public Affairs Specialist	AAA - Texas & New Mexico	thorp.kara@aaa-texas.com
Thurmond	Khris	Program Coordinator	Brazos Valley Injury Prevention Coalition	khris.thurmond@ag.tamu.edu

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Last	First	Title	Organization	Email
Walden	Melissa	Program Manager & Research Scientist	Texas A&M Transportation Institute	mwalden@tamu.edu
Walden	Troy	Assistant Research Scientist	Texas A&M Transportation Institute	t-walden@ttimail.tamu.edu
Walker	Keith	Austin Police Department	Austin Police Department	keith.walker@austintexas.gov
Wall	Carole	Program Manager	Texas Municipal Police Association - FRIDAY/ADAPT	carole.wall@tmpa.org
Wammack	Beth	Chief Operating Officer	Guerra Deberry Coody and Company	bwammack@gdc-co.com
Weiser	Laura	Judicial Resource Liaison	Texas Center for the Judiciary	lweiser@yourhonor.com
Worley	Dan	Program Coordinator	Baylor Scott & White Health - RED Program	dworley@hillcrest.net

Appendix G – Task Force Members by Organization and Focus Area

Organization	Prevention	Enforcement Local	Enforcement State	Enforcement Support & Training	Prosecution	Judiciary	Probation	Ignition Interlock	Treatment & Rehabilitation	Media (Prev. & Edu.)	Medical or Public Health	Driver Licensing	General Traffic Safety Local	General Traffic Safety State	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
AAA - Texas	X									X			X	X	X	X	X		X	X
Alamo Area Council of Governments				X																
Austin Police Department		X																		
Baylor Scott and White Hillcrest Medical Center – Texas RED Program	X									X	X					X			X	X
Baylor Scott and White Hillcrest Medical Center – TeenSafe Program	X									X	X					X				X
Bell/Lampasas Counties Community Supervision and Corrections Department							X													
Brazos Valley Injury Prevention Coalition	X																		X	X
College Station Police Department		X																		
Education Service Center - 6	X													X		X				X
Enviromedia (Ad Agency)	X									X						X			X	X
Galveston County District Attorney’s Office					X															
GDC Marketing	X									X						X			X	X

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Organization	Prevention	Enforcement Local	Enforcement State	Enforcement Support & Training	Prosecution	Judiciary	Probation	Ignition Interlock	Treatment & Rehabilitation	Media (Prev. & Edu.)	Medical or Public Health	Driver Licensing	General Traffic Safety Local	General Traffic Safety State	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Harris County District Attorney's Office		X			X														X	X
Law Enforcement Mobile Video Institute – University of Houston				X												X			X	X
MADD – Take the Wheel: Smith and Gregg Counties	X														X				X	X
MADD – State Office	X														X				X	X
Montgomery County District Attorney's Office		X			X														X	X
National Injury Prevention Council						X	X	X							X				X	X
National Safety Council	X									X					X	X		X	X	X
NHTSA – Region 6 Office														X					X	X
SafeWay Driving Systems																X				X
Sam Houston State University – College of Criminal Justice				X			X									X		X	X	X
Smart Start, Inc.								X								X				
Tarrant County District Attorney's Office		X			X														X	X
Texans Standing Tall	X			X						X					X	X				X

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Organization	Prevention	Enforcement Local	Enforcement State	Enforcement Support & Training	Prosecution	Judiciary	Probation	Ignition Interlock	Treatment & Rehabilitation	Media (Prev. & Edu.)	Medical or Public Health	Driver Licensing	General Traffic Safety Local	General Traffic Safety State	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas A&M AgriLife Extension Service	X							X								X			X	X
Texas A&M Transportation Institute - Center for Alcohol and Drug Education Studies	X						X	X	X							X	X		X	X
Texas A&M Transportation Institute - Center for Transportation Safety	X			X				X		X						X	X		X	X
Texas A&M Transportation Institute – Teens in the Driver Seat	X													X		X	X			X
Texas Alcoholic Beverage Commission	X		X																X	X
Texas Association of Counties	X					X	X	X								X			X	X
Texas Center for the Judiciary						X	X	X	X							X			X	
Texas Department of Public Safety			X	X				X				X							X	X
Texas Department of State Health Services	X								X		X						X		X	X
Texas Department of Transportation - District Traffic Safety Specialist													X						X	X
Texas Department of Transportation - Statewide Program Managers														X					X	X
Texas District and County Attorneys Association				X	X			X								X			X	X

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Organization	Prevention	Enforcement Local	Enforcement State	Enforcement Support & Training	Prosecution	Judiciary	Probation	Ignition Interlock	Treatment & Rehabilitation	Media (Prev. & Edu.)	Medical or Public Health	Driver Licensing	General Traffic Safety Local	General Traffic Safety State	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas Justice Court Training Center						X										X			X	X
Texas Municipal Courts Education Center	X					X		X								X			X	X
Texas Municipal Police Association	X			X										X	X	X			X	X
Travis County Attorney's Office	X	X			X											X			X	X

Appendix H –Task Force Meetings

The following pages provide a snapshot of each of the Impaired Driving Task Force meetings. Each snapshot includes the agenda, list of attendees, and an after action report that summarizes the meeting.

April 29, 2015

Impaired Driving Task Force

April 29, 2015 • Norris Conference Center
2525 W. Anderson Lane, Suite 365 • Austin, Texas 78757

Participating Agencies



Agenda

8:00 – 8:30am	Check-in
8:30 – 8:45am	Introductions and review from the Impaired Driving Forum
8:45 – 9:00am	Discussion of Items Tabled from Last Task Force Meeting (Nov 2014): <ul style="list-style-type: none"> • Creation of Logo • Creation of a Mission Statement • Sending updates to DyingtoDrink website • Creation of smaller committees: mission statement, press/media relations, strategic thrusts, and media/marketing (branding)
9:00 – 9:15am	Brief introduction to Subcommittees
9:15 – 9:30am	Impaired Driving Program Assessment
9:30 – 11:30am	Breakout into Discussion Groups / Discussion of how to integrate into Forum & Plan Revision <ul style="list-style-type: none"> • Program Management and Strategic Planning • Prevention • Criminal Justice System • Communication Program • Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation • Program Evaluation and Data
11:30 – 12:15pm	Lunch
12:15 – 1:00pm	Breakout Groups Report back to Task Force
1:00 – 1:30pm	Task Force Input on Overall Plan & Identify Gaps <ul style="list-style-type: none"> • Task: Identify 3 "Problem Areas" within the Impaired Driving Plan for improvement
1:30 – 1:45pm	Follow-up Discussion and Explanation of the Impaired Driving Plan's Editing / Approval Process
2:00pm	Adjourn



Minutes from Texas Impaired Driving Task Force

April 29, 2015 – Austin, TX

The meeting was called to order and began at 8:30am. The meeting was moderated by Melissa Walden (Texas A&M Transportation Institute – TTI) and facilitated by Frank Saenz (Texas Department of Transportation – TxDOT). A sign-in roster was placed in the rear of the room so those in attendance could log their presence. There were 60 task force members in attendance.

Because of the larger size of the group, Task Force members introduced themselves. Following introductions, Melissa Walden conducted an overview of the agenda, which included discussing items which had been tabled from the last Task Force meeting held in November, as well as an introduction to several subcommittees that will be forming to address certain areas that need additional attention. Following these items, Melissa Walden discussed the upcoming NHTSA assessment in August.

The Task Force then divided into breakout groups based on their experience and area of expertise to collectively review the Impaired Driving Plan. Task Force members had previously had a chance to review the Plan individually and submit revisions, but this afforded members a chance to review the Plan collectively. After lunch, a member from each of the breakout groups reported back to the larger Task Force with their findings.

The Task Force also discussed problem areas that inhibited the successful adjudication and treatment of impaired driving offenders. Items discussed are listed below. Finally, the Task Force discussed the editing and approval process for the Impaired Driving Plan. The meeting adjourned at 2:00pm.

Task Force Goals

- Statewide strategic plan
- Improved local involvement
- Tap into the extensive knowledge
- Create shared resources – Address needs within and external grants
- Documentation that can serve as a reference for all
- What we do or are involved in do not adequately represent the resources we have - individually/organizationally
- User group/forum – to allow people to highlight and address ongoing needs
- Collective power
- Utilize the meetings to highlight results
- What geographic areas do each of us serve?

- External resources that may not be supported by TxDOT
- Understanding how things “fit in” with Texas at the federal level
- Other resources for funding
- Planned media outreach to get the facts out about impaired driving (list of expertise to tap into - with media)
- Fact based “one-pagers” to have a process to get information out/get the message out with earned media
- How do we make the existence of the TF known – voice of the “people” similar to what is done in other states – promotion of the TF internal and external to txdot
- Legislative “involvement” without crossing the lines
- Holding community forums/town meetings to get the information to the local community
- Integrate with local coalitions on a monthly basis
- Standing and ad hoc – legislative, technology, data, mission statement, criminal justice, prevention & intervention, etc.
- Interim charges – fact/educational testimony
- Legislative Committee
 - o Diverse/broad spectrum – One representative per area
 - Prosecutor (local)
 - Breath/blood
 - Police (local)
 - o Create other committees then pull representatives to the Leg Comm
- Interim meetings – present specific recommendations or information
- Consistency as far as what/how reported
- Representation from geographic and different size/types of agencies within the committees
- Bring information back – getting involved with coalitions on a regular basis
- Involvement in the partner conferences
- MADD regional meeting model – establish regional input mechanism through specific tasks
- Utilizing newsletters through the coalitions and electronic meetings tools
- Identify the people and types of areas that can go out provide information regionally/locally
- Create a listserv (internal to the TF and external)
- Agenda items – all newsworthy items for proactive media relations
- Social media reach

Criminal Justice Issues

- Toxicology/Lab – Delays due to increases in testing frequency (No Refusal)
- Establish feedback to “stop” testing if the case is dismissed or reduced to reduce the number in queue
- Responding to discovery requests – create ways to be more consistent and efficient
- Examine ignition interlock regulations to update
- No Refusal is a big part of the enforcement
- Utilize local task force approaches
- Discussions with elected prosecutors

- Educational videos (TDCAA website)

Data and Evaluation Issues

- Utilize the umbrella of the task force to communicate relevance – generate/prompt conversations
- How do we communicate the data at the state and local levels (graphical, easy to read format)
- Highlight the issues (infographics) – put the data in the hands on the people through education and media partnerships
- Create an informal clearinghouse for information

Prevention Issues

- Prompting social hosting specifics (youth access through social settings)
- Retail access
- Focus on the impact of drug impaired driving
- Communication toolkits to media
- Adding a matrix into the communication and education section
- Incorporating interactive PI&E
- Creating a template or toolkit to support stakeholders in doing community outreach
- Listing the resources for educational and outreach activities including contacts in the local area
- Links to websites for resources and local/regional partners
- Access to TxDOT Traffic Safety materials through the individual projects
- Post links to partner presentations and other stakeholders
- Alcohol: No Ordinary Commodity – book from worldwide experts on strategies (evidence-based countermeasures)
- Countermeasures that Work – NHTSA Publication

Law Enforcement Issues

- Mandatory refresher for SFST (based on available resources) – look at the requirements
- DRE/DECP utilization in fatal crashes – concerns about expense of training inhibits smaller agencies to participate. How do we tap into training and/or availability (Need is there but resources limited)
- LEADRS expansion
- Use of TABC in STEPs – not currently involved in field operations in terms of traffic enforcement
- Publishing information related to high visibility enforcement activities (explore regional approaches to DWI enforcement not just for No Refusal)
- I-35 initiatives or other similar approaches to do high visibility enforcement

Alcohol and Other Drug Misuse Issues

- When is the best time to address individuals in terms of brief intervention/screening utilizing established instruments?
- How do we balance the near-term engagement and the criminal processing? What are the hurdles we need to address to make sure that we are catching people early to impact future behavior or suggest intervention/treatment, etc.
- It is clear in a medical or campus setting who/when/what/how conducts the motivational interview, but when the environment is different how do we proceed?
- When is the best time to intervene to interview/engage?
- What about doing the engagement as part of sentencing
- Pre-trial hearing officer (bail bond or PR bond) – look at how Travis County operates.
- Every time someone is in jail for 72 hours the offenders go through a classification program and alcohol assessment is one of the elements of this. Examine how jails have intervention
- As part of probation, but the intervention may be delayed due to resources.
- Assessment and treatment. Can be ordered as a condition of bond – how do we ensure the local judges are aware of the potential impact on public safety
- Ensure we have the “right” people using the proper tools to perform the evaluation
- Does the implementation get what we desire in terms of results?

Communication Issues

In regards to the Communications plan:

Continue to coordinate messages related to impaired driving campaigns with national campaigns to ensure a consistent message is delivered.

- TxDOT has already began the integration of all of impaired driving campaigns under one umbrella brand -- combining campaigns based on funding priorities to ensure consistency of messages and the continuity of the TxDOT brand.
- Much discussion has taken place to create one overarching campaign that will be a “call to action” to move Texans to change their behavior through a “Toward Zero Deaths” initiative.
- Development of a 2 year Strategic Communications Plan with specific goals and objectives and timeline, a public launch strategy which could include media events, press releases, editorial board visits, reporter desk side visits, social media (i.e. Twitter), etc.;
- Making the task force more public by growing the task force; having a Task Force Summit and also moving the meeting around the state.

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

April 29, 2105 Attendance			
Last Name	First Name	Title	Organization
Thorp	Kara	Public Affairs Specialist	AAA - Texas & New Mexico
Mabe	Richard	Austin Police Department	Austin Police Department
Walker	Keith	Austin Police Department	Austin Police Department
Worley	Dan	Program Coordinator	Baylor Scott & White Health - RED Program
Bee	Taylor	TeenSafe Data Collection and Education Specialist	Baylor Scott & White Health - TeenSafe
Jermstad	Todd	Department Director	Bell/Lampasas Counties Community Supervision & Corrections Department
Arnold	Jason	Police Officer	College Station Police Department
Harris	Kevin	Corporal	College Station Police Department
Thomas	Dannell	Component Director	Education Service Center - Region 6
Burton	Ted	Executive VP	Enviromedia
Allen	Kayla	Chief of Special Crimes	Galveston County District Attorney's Office
Kuboviak	Jim	Director	Law Enforcement Mobile Video Institute - University of Houston Downtown
Gutierrez	Jaime	Executive Director	MADD - State Office
Dorman	David	Court Monitor Program Specialist	MADD - Take the Wheel for Smith and Gregg Counties
Dunman	Tyler	Assistant District Attorney	Montgomery County District Attorney's Office
Hodges	Kimberly	Executive Director	National Injury Prevention Council
Robinson	Lisa	Program Manager	National Safety Council
Marrero	Frank	Regional Program Manager	NHTSA - Regional Office
Saint	Nina	Curriculum Director	SafeWay Driving Systems
Clark	Diane	Staff Associate III	Sam Houston State University
McDonald	Dottie	Judicial Services Liaison	Smart Start, Inc.
Alpert	Richard	Assistant District Attorney	Tarrant County District Attorney's Office
Barnett	Grace	Statewide Coalition Coordinator	Texans Standing Tall
Holt	Nicole	Executive Director	Texans Standing Tall
Sewing	Gabby	Program Coordinator and Strategy Specialist	Texans Standing Tall - High Visibility Enforcement to Reduce Social Access
Pryor	Nancy	Project Specialist and Office Manager	Texans Standing Tall - Screening and Brief Intervention
Mooney	Laura Dean	Program Coordinator	Texas A&M AgriLife Extension
Brooks	Bobbi	Program Manager	Texas A&M AgriLife Extension
Dennis	Maurly	Senior Research Scientist	Texas A&M Transportation Institute
Ericson	Paige	Research Associate	Texas A&M Transportation Institute
Graber	Jon	Associate Transportation Researcher	Texas A&M Transportation Institute
Hammond	Sarah	Associate Transportation Specialist	Texas A&M Transportation Institute
Henk	Russell	Program Director, Teens in the Driver Seat	Texas A&M Transportation Institute

April 29, 2105 Attendance			
Last Name	First Name	Title	Organization
Walden	Melissa	Program Manager & Research Scientist	Texas A&M Transportation Institute
Walden	Troy	Assistant Research Scientist	Texas A&M Transportation Institute
Mullikin	Leah	Communication & Education Services Director	Texas Association of Counties
Doran	Holly	TxDOT Program Director	Texas Center for the Judiciary
Weiser	Laura	Judicial Resource Liaison	Texas Center for the Judiciary
Diggs	William	Major	Texas Department of Public Safety
Mudd	Anna	Toxicology Section Supervisor	Texas Department of Public Safety
Palmer	David	Major	Texas Department of Public Safety
Tedder	Jay	Deputy Scientific Director Breath Alcohol Testing	Texas Department of Public Safety
Drucker	Christopher	Epidemiologist	Texas Department of State Health Services
Lunceford	Celeste	Director of Offender Education Programs	Texas Department of State Health Services
Bauer	Lauralea	Program/Project Manager	Texas Department of Transportation
Pence	Terry	Traffic Safety Director	Texas Department of Transportation
Robelia	Sherri	Traffic Safety Specialist	Texas Department of Transportation
Rogers	Shalandra	Program Manager	Texas Department of Transportation
Saenz	Frank	Alcohol and Other Drugs Program Manager	Texas Department of Transportation
Abbott	Clay	DWI Resource Prosecutor	Texas District and County Attorneys Association
Daniel	Rob	Program Attorney	Texas Justice Court Training Center
Minevitz	Ned	Grant Administrator - DRSR and MTSI grants	Texas Municipal Courts Education Center
Wall	Carole	Program Manager	Texas Municipal Police Association - FRIDAY/ADAPT
Ryan	Kevin	Program Instructor	Texas Municipal Police Association - LEADRS
Ellington	Maghan	Program Services Specialist	Texas Municipal Police Association - SFST
McGarah	David	Program Manager	Texas Municipal Police Association - SFST
Souhami	Gloria	Program Director	Travis County Attorney's Office

Sign-in sheets with original signatures are maintained in the project file at Texas A&M Transportation Institute

November 3, 2014



Texas Impaired Driving Task Force Meeting

Where: VIA Facility – Community Room
1021 San Pedro Ave.
San Antonio, TX 78212

When: Monday, November 3
1:00pm – 5:00pm

Administrative Items

Frank Saenz & Troy Walden

- FY 2015 Projects (Only new initiatives)
- FY 2016 Request for Proposals
- Website Update
- Logo Presentation
- Planning for the NHTSA State Impaired Driving Program Assessment in August
- Set date for Impaired Driving Forum (based on feedback provided via Doodle survey)
- Set date for the next TF meeting (based on feedback provided via Doodle survey)

Preparing for the 2015 Legislative Session

Facilitated Discussion - Troy Walden

- Organizational agendas among the Task Force members and topics expected to be of interest

Purpose of the Task Force

Facilitated Discussion - Troy Walden

- In an effort to move towards a more active role as a group to address impaired driving in the state, we need to define the mission of the Task Force
- Group to identify three initiatives/loopholes/gaps that we will focus efforts as a group through our organizations/programs as well through the task force grant

Adjourn

The administrative items should not take longer than 20 minutes. We will have name tents so we will not be going around the room to introduce ourselves in the interest of time.

This meeting is intended to identify areas that require the attention that this diverse group can provide. It may be necessary to identify subcommittees to work offline and bring information back to the TF.

Each of the Task Force members brings a unique perspective to the group. Our individual projects/initiatives focus on these unique areas while our time with the TF is intended to focus on a broader, more strategic level for the state.

Minutes from Texas Impaired Driving Task Force

November 3rd 2014 – San Antonio, TX

The meeting was called to order and began at 1:00 PM. The meeting was moderated by Troy Walden (Texas A&M Transportation Institute-TTI) and facilitated by Frank Saenz (Texas Department of Transportation-TxDOT) and Terry Pence (TxDOT). A sign-in roster was placed in the rear of the room so that those in attendance could log their being present. A total of 46 task force members were in attendance.

Since there were new partners at the meeting, the facilitators felt it was necessary to have the participants introduce themselves and explain their program's affiliation with the Task Force. After the introductions were made, Mr. Walden conducted an overview of the agenda and thanked everyone for their participation. After the overview was complete, the members of the Task Force were given a form that allowed them to select meeting dates for the upcoming Impaired Driving Forum and the Spring Impaired Driving Task Force meeting. The moderator explained the form and asked them to list down the top three dates that they were available to meet for the Forum and the Task Force meeting. Time was allowed for the form to be filled out and all of the forms were collected at the end of the meeting.

Mr. Saenz performed an overview of new projects that were installed as part of the statewide program for the 2014 – 2015 grant year. Some of the new project managers that were in attendance gave more description of their project and goals. No comment or other discussion was had on the new projects by any other participants in attendance.

Mr. Pence addressed the group informing them of the new project request for proposal (RFP) call that will be coming out in the second week of November. Mr. Pence stated that there will be approximately 3 million dollars less than the previous year for distribution on projects overall. However, this would not impact the dollars that will be awarded to the impaired driving program since it is a high emphasis area. Mr. Pence also indicated that since alcohol and other drugs impaired driving is a high priority area that additional funding will be provided to the State to address the issues.

Time was spent discussing what the needs for the state's Alcohol and Other Drug Countermeasures program are and what types of activities will need to occur to improve collaboration and cooperation among the projects offered in the State. With relation to the upcoming RFP, Mr. Saenz commented that he would like to see more collaboration and cooperation among the Task Force and emphasized the importance of addressing projects that focus on reducing alcohol and other drug crashes and injuries.

Open discussion time was built in to the meeting. Mr. Walden asked the Task Force members to discuss any ideas of topics that involved impaired driving that were going to be brought up before the Texas Legislature. Clay Abbott indicated that several bills will be pushed including: check points, insurance impact on impaired driving crashes, surcharges and compounding variables that would make each bill tough to push through. Comments were also made about the dangers of individual project managers and the program as a whole to not lobby for legislation since it is restricted under the grant conditions. However, it was discussed that the Task Force should be able to "educate" members of the legislation with facts that affect traffic safety involving alcohol and drug use. Caution was again recommended with regard to contacting legislators.

The Task Force discussed and explored how they should move as a group and identify a common mission that provides directional support. While no formal mission statement was generated, there was considerable discussion about foundational values and identity elements for the group. Much discussion revolved around what the Task Force wanted to be and what we hoped to get out of the process. Additional time was spent discussing where the Alcohol and Other Drug Countermeasure program is, and how can we help to raise it to the next level by improving collaborations, partnerships, and finding solutions to reduce opportunities for impaired driving statewide.

Three focus areas that were considered important by the group were development of committees that allow persons within the Task Force to utilize their expertise and skills in an area to be a catalyst for positive change. The Task Force felt that it was necessary to create smaller committees to deal with specific issues that impact the ability of the Task Force to be efficient and focused. Committees recommended were: Mission Statement, Press/Media Relations, Strategic Thrusts, and Media/Marketing (branding).

Discussion also focused on whether or not the program partners were collaborating and sharing ideas together or were we holding onto individual projects too tightly due to the competitive nature of the grant process. It was concluded that we all hold on a bit tight and don't share as well as we could due to the nature of the competition. While some individuals did indicate that they reach out to others within the group, others indicated they did not. Time was spent discussing how we could remedy that in order to do what is in the best interest of the State and the public trust.

The topic of communication for the Task force was also discussed. It was brought out that there were no avenues to keep everyone informed on what others were doing on a regular basis so that planning of events could be done and not step on other's projects. Mr. Chris Sasser with TTI discussed the changes made to the Dyingtodrink.org website. The members commented on the use of the website as a tool to communicate but in order to do this the website would need to be defined from just a general public site to include a segment specific for Task Force members/activities. The group was in consensus that the website should be modified to have a Task Force members section (password protected) that allowed users to identify who, when, and where project personnel/trainings were going to be held. It was emphasized that in order for that to work, Task Force members would be responsible for informing the web master for the information, so that it could be imported into the website. It was further emphasized that if the information did not get relayed then the tool would not work, and that it was the responsibility of each member to ensure that updates were provided. Comments were also made that the website was primarily for underage drinking initiatives and did not address drugs other than alcohol, employers or like projects, and regular alcohol/drug offenders. Mr. Walden and Mr. Sasser indicated that the Impaired Driving Task Force Project Manager would be informed of the discussion so that a final decision could be made to modify or not.

The discussion was turned to the Impaired Driving Task Force logo that was developed by TTI. Open comments were made concerning the layout and color schematics. Overall, most Task Force members agreed for the need to brand the group and have some identity. However, many voiced their concern about the lack of a drinking or driving component to the logo. Some members suggested having a roadway added that runs through the State. Others suggested having a wine, martini, or other similar type of alcoholic beverage glass adorn the logo. Finally, some suggested that the color scheme be

changed from blue and green to blue and gold for color association to law enforcement and hazardous warnings.

The final topic that was discussed addressed how we as a Task Force group move forward. Mission statement, values, and accomplishments as a statewide Task Force were explored knowing that more time would need to be spent on these elements in future meetings. However, the goal of the discussion was to get a feeling for the Task Force about these topics and to get them to begin the process of thinking through what is important to them personally as a project manager but also to think about potential and future progress to TxDOT program mission and goals. The group discussed:

- Why the Impaired Driving Task Force was in existence
- What image we would like to portray as a group
- What is the nature of the service we provide
- What are our roles as Task Force members
- What are the underlying values that should guide the Task Force

It was determined that much more time would need to be given to these topics and that a mission statement would not be feasible to create at this meeting due to lack of resources and time.

Meeting was adjourned at 4:30 PM

November 3, 2014 Attendance		
First	Last	Organization
Kara	Thorp	AAA Texas
Tori	Lineberry	Baylor Scott and White - Texas RED Program
Audrey	Cavazos	Bexar County
Norma	Greenfield-Laborde	Bexar County
Roberto	Ruiz	Bexar County DWI Court
Dannell	Thomas	Education Service Center - Region 6
Shelly	Wright	Enviromedia
Kayla	Allen	Galveston District Attorney's Office
Jeff	Kaufman	Houston-Galveston Area Council
Jim	Kuboviak	Law Enforcement Mobile Video Institute - University of Houston
Jaime	Gutierrez	MADD
Alicia	Parmley	MADD - SETX
Kim	Hodges	National Injury Prevention Council
Lisa	Robinson	National Safety Council
Cecilia	Marquart	Sam Houston State University
Dottie	McDonald	Smart Start, Inc.
Nicole	Holt	Texans Standing Tall
Laura	Dean-Mooney	Texas A&M AgriLife Extension
Khris	Thurmond	Texas A&M AgriLife Extension / Brazos Valley Injury Prevention Coalition
Maury	Dennis	Texas A&M Transportation Institute
Chris	Sasser	Texas A&M Transportation Institute
Stacey	Tisdale	Texas A&M Transportation Institute
Troy	Walden	Texas A&M Transportation Institute
Mindy	Carroll	Texas Alcoholic Beverage Commission
David	Hodges	Texas Association of Counties
Holly	Doran	Texas Center for the Judiciary
Laura	Weiser	Texas Center for the Judiciary
Justin	Chrane	Texas Department of Public Safety
Anna	Mudd	Texas Department of Public Safety - Crime Lab
Christopher	Drucker	Texas Department of State Health Services
Shirley	Ashbrook	Texas Department of Transportation
Lauralea	Baurer	Texas Department of Transportation
Sherri	Robelia	Texas Department of Transportation
Shalandra	Rogers	Texas Department of Transportation
Frank	Saenz	Texas Department of Transportation
Marsha	Scott	Texas Department of Transportation
Freddie	Summer	Texas Department of Transportation
Clay	Abbott	Texas District County Attorneys Association
Rob	Daniel	Texas Justice Court Training Center

November 3, 2014 Attendance		
First	Last	Organization
Hope	Lochrige	Texas Municipal Courts Education Center
Ned	Minevitz	Texas Municipal Courts Education Center
Carole	Wall	Texas Municipal Police Association - Friday
John	Wilkerson	Texas Municipal Police Association - LEADRS
David	McGarah	Texas Municipal Police Association - SFST
Sarah	Martinez	Travis County Underage Drinking Pilot Program

June 3, 2014



Texas Impaired Driving Task Force Meeting

June 3, 2014 – Austin, TX

9:30 AM

Introductions & Charge for Meeting

Discussion on future Impaired Driving Forums

Discussion of Impaired Driving Clearinghouse

Identification of potential performance metrics and data

(What performance metrics would be effective to help us understand how well Texas is doing in improving the problem of impaired driving in the state?)

Review of the Impaired Driving Plan

- PROGRAM MANAGEMENT AND STRATEGIC PLANNING
- PREVENTION
- CRIMINAL JUSTICE SYSTEM (may be subdivided into two groups)
- COMMUNICATION PROGRAM
- ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION
- PROGRAM EVALUATION AND DATA

Explanation of the plan's editing/approval process

3:00 pm

Adjourn

June 3, 2014 – Attendance		
First Name	Last Name	Organization
Kara	Thorp	AAA - Texas & New Mexico
Steve	Bockenfeld	Abilene Police Department - Safety City
Dan	Worley	Baylor Scott and White - Hillcrest
Kristy	Whitley	Cedar Park Police Department
Ray	Killebrew	Cedar Park Police Department
Jason	Summers	College Station Police Department
Kevin	Harris	College Station Police Department
Christopher	Drucker	Department of State Health Services
Anne	Crosby	Enviromedia
Jim	Kuboviak	Law Enforcement Mobile Video Institute
Angela	Tidwell	MADD
Jaime	Gutierrez	MADD
Myra	Constable	Mothers Against Drunk Driving
Kim	Hodges	National Injury Prevention Council
Lisa	Robinson	National Safety Council - Texas Employer Safety Program
Cecelia	Marquart	Sam Houston State University
Dottie	McDonald	Smart Start, Inc.
Gabby	Sewing	Texans Standing Tall
Marla	Miller	Texans Standing Tall
Mariah	Walton	Texas A&M AgriLife - Watch UR BAC
Janet	Sandera	Texas A&M AgriLife Extension Service
Bobbi	Brooks	Texas A&M AgriLife Extension Service - Watch UR BAC
Laura Dean	Mooney	Texas A&M AgriLife Extension Service - Watch UR BAC
Jena	Prescott	Texas A&M Transportation Institute
Marcie	Perez	Texas A&M Transportation Institute
Maury	Dennis	Texas A&M Transportation Institute
Melissa	Walden	Texas A&M Transportation Institute
Paige	Ericson	Texas A&M Transportation Institute
Russell	Henk	Texas A&M Transportation Institute
Troy	Walden	Texas A&M Transportation Institute
Mindy	Carroll	Texas Alcoholic Beverage Commission
David	Hodges	Texas Association of the Counties
Holly	Doran	Texas Center for the Judiciary
Laura A.	Weiser	Texas Center for the Judiciary
Anna	Mudd	Texas Department of Public Safety
Jay	Tedder	Texas Department of Public Safety
William	Diggs	Texas Department of Public Safety
Carol	Campa	Texas Department of Transportation
Frank	Saenz	Texas Department of Transportation

June 3, 2014 – Attendance		
First Name	Last Name	Organization
Freddie	Summer	Texas Department of Transportation
Lauralea	Bauer	Texas Department of Transportation
Luis A.	Gonzalez	Texas Department of Transportation
Marsha	Scott	Texas Department of Transportation
Sherri	Robelia	Texas Department of Transportation
Shirley	Ashbrook	Texas Department of Transportation
Terry	Pence	Texas Department of Transportation
Tracie	Mendez	Texas Department of Transportation
Hope	Lochridge	Texas Municipal Courts Education Center
Carole	Wall	Texas Municipal Police Association - FRIDAY/ADAPT
John	Wilkerson	Texas Municipal Police Association - LEADRS
Debbie	Callahan	Texas Professional Driver Education Association
David	McGarah	Texas Standardized Field Sobriety Test Program
Gloria	Souhami	Travis County Underage Drinking Prevention Program

After Action Report

The main focus of the Texas Impaired Driving Task Force meeting on June 3, 2014, was to conduct a detailed review of the Texas Impaired Driving Plan developed the previous year. The entirety of the meeting was dedicated to a detailed review of the plan, including reviewing suggestions made during the April 2014 Task Force meeting as well as written comments submitted between the two meetings. The results of the June meeting are reflected in the updated Texas Impaired Driving Plan that will be submitted to NHTSA on or before July 1, 2014.

In addition to the revisions that were incorporated into the Plan, the Task Force identified additional items to be discussed prior to the next revision of the Plan. Task Force members discussed ways to expand the scope of the activities of the Task Force. Additionally, the members identified specific individuals and/or organizations who should be invited to join the Task Force in order to ensure that all parts of the impaired driving process are represented.

April 10, 2014



Texas Impaired Driving Task Force Meeting

April 10, 2014

8:30 am	Check-in
9:00 am	Introductions and review from the Impaired Driving Forum
9:45 am	Charge for the meeting
10:00 am	Break
10:15 am	Breakout into Groups (see attachment to this email) <ul style="list-style-type: none">• PROGRAM MANAGEMENT AND STRATEGIC PLANNING• PREVENTION• CRIMINAL JUSTICE SYSTEM (may be subdivided into two groups)• COMMUNICATION PROGRAM• ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION• PROGRAM EVALUATION AND DATA
11:45 am	Lunch
12:30 pm	Groups report back 10-15min each Task Force input on overall plan & identify gaps
2:30 pm process	Follow-up discussion and explanation of the Plan's editing/approval process
3:00 pm	Adjourn

April 10, 2014 – Attendance		
First Name	Last Name	Organization
Michael	Davis	Alamo Area Council of Governments
Tori	Lineberry	Baylor Scott and White –Hillcrest, RED Program
Kevin	Harris	College Station Police Department
Amy	Borrego	Education Service Center - 6
Dannell	Thomas	Education Service Center - 6
Anne	Crosby	Enviromedia
Beth	Wammack	GDC
Jim	Kuboviak	Law Enforcement Mobile Video Institute – Uni. of Houston Downtown
Angela	Tidwell	MADD - Central Texas
David	Dorman	MADD - Take the Wheel (Smith and Gregg Counties)
Kimberly	Hodges	National Injury Prevention Council
Lisa	Robinson	National Safety Council
Nina	Saint	SafeWay Driving Systems
Cecil	Marquart	Sam Houston State University
Ruth Ellen	Gruber	Sherry Matthews Marketing
Carlee	McConnell	Texans Standing Tall
Nicole	Holt	Texans Standing Tall - Executive Director
Gabby	Sewing	Texans Standing Tall – High Visibility Enforcement to Reduce Social Access
Laura Dean	Mooney	Texas A&M AgriLife Extension
Jena	Prescott	Texas A&M Transportation Institute
Marcie	Perez	Texas A&M Transportation Institute
Melissa	Walden	Texas A&M Transportation Institute
Paige	Ericson	Texas A&M Transportation Institute
Russell	Henk	Texas A&M Transportation Institute
Sam	Haynes	Texas A&M Transportation Institute
Troy	Walden	Texas A&M Transportation Institute
Mindy	Carroll	Texas Alcoholic Beverage Commission
David	Hodges	Texas Association of Counties
Holly	Doran	Texas Center for the Judiciary
Laura	Weiser	Texas Center for the Judiciary
Casey	Goetz	Texas Department of Public Safety
James	Tedder	Texas Department of Public Safety
William	Diggs	Texas Department of Public Safety
Celeste	Lunceford	Texas Department of State Health Services
Christopher	Drucker	Texas Department of State Health Services
Carol	Campa	Texas Department of Transportation
Frank	Saenz	Texas Department of Transportation
Jessica	Son	Texas Department of Transportation
Jim	Hollis	Texas Department of Transportation
Lauralea	Bauer	Texas Department of Transportation

April 10, 2014 – Attendance		
First Name	Last Name	Organization
Marsh	Scott	Texas Department of Transportation
Sherri	Robelia	Texas Department of Transportation
Shirley	Ashbrook	Texas Department of Transportation
Susan	Clark	Texas Department of Transportation
Terry	Pence	Texas Department of Transportation
Tracie	Mendez	Texas Department of Transportation
Rob	Daniel	Texas Justice Court Training Center
Hope	Lochridge	Texas Municipal Courts Education Center
Carole	Wall	Texas Municipal Police Association (FRIDAY/ADAPT)
Maghan	Ellington	Texas Municipal Police Association (SFST)
John	Wilkerson	Texas Municipal Police Association (Texas LEADRS)

After Action Report

The main focus of the Texas Impaired Driving Task Force meeting on April 10, 2014, was to conduct a detailed review of the Texas Impaired Driving Plan developed the previous year. The majority of the meeting was dedicated to breakout sessions. Task Force members split into groups based on area of expertise and experience to discuss individual sections of the Impaired Driving Plan. Each group reported their suggested changes and modifications to the Task Force for feedback. The Task Force was also informed of the process for revisions and submission to NHTSA for this fiscal year. The results of the April meeting were incorporated into a draft of the Impaired Driving Plan, which will be presented at the June 2014 Task Force meeting.

July 30, 2013



Texas Impaired Driving Task Force Meeting

July 30, 2013

- | | | |
|---------------|---|------------------|
| 9:30 – 10:00 | Check-in | |
| 10:00 – 10:30 | Introductions | All Participants |
| | <i>Attendees will introduce themselves and identify their organization/project.</i> | |
| 10:30 – 10:45 | Purpose of the Texas Impaired Driving Task Force | TTI/NHTSA/TxDOT |
| 10:45 – 11:15 | Overview of the Texas Impaired Driving Plan | TTI/TxDOT |
| 11:15 – 11:45 | Detailed Discussion of Texas Impaired Driving Plan | |
| | I. Program Management | |
| | II. Prevention | |
| | III. Criminal Justice System | |
| | IV. Communication Program | |
| | V. Alcohol & Other Drug Misuse: Screening, Assessment, Treatment, & Rehabilitation | |
| | VI. Program Evaluation & Data | |
| | VII. Other Documentation | |
| 11:45 – 12:30 | Lunch/Networking | |
| 12:30 – 2:30 | Detailed Discussion of Texas Impaired Driving Plan (Continued) | |
| 2:30 – 3:00 | Closing Remarks and Next Steps | |

July 30, 2013 – Attendance	
Name	Organization
Nina Saint	ESC, Region 13
Amy Borrego	ESC, Region 6
Angela Cotton Tidwell	MADD
David Dorman	MADD
Myra Constable	MADD
Shalandra Rogers	MADD
Carl Trebesh	MADD - Dallas
Frank Marrero	NHTSA
Lisa Robinson	NSC
Cecelia Marquart	SHSU
Toni Hale	TABC
W. Clay Abbott	TDCAA
Kelly McCaffrey	Texans Standing Tall
Nicole Holt	Texans Standing Tall
Steve Ross	Texans Standing Tall
Bobbi Brooks	Texas A&M AgriLife Extension
Laura Dean-Mooney	Texas A&M AgriLife Extension
Torry McGee	Texas A&M AgriLife Extension
Lee Ann Bell	Texas A&M Transportation Institute
Marcie Perez	Texas A&M Transportation Institute
Melissa Walden	Texas A&M Transportation Institute
Samantha Atchison	Texas A&M Transportation Institute
Stacey Tisdale	Texas A&M Transportation Institute
Troy Walden	Texas A&M Transportation Institute
David Hodges	Texas Association of Counties
Mark Atkinson	Texas Center for the Judiciary
Steven A. Tellez	Texas DPS - San Antonio
Rob Daniel	Texas Justice Court Training Center
Ray Dittrich	Texas SFST
Kandace Fierro	ThinkStreet
Caleb Williams	TMPA/LEADRS
Karisa Miller	TMPA/LEL
John Wilkerson	TMPA/Youth Alcohol
Gloria Souhami	Travis Cty Underage Drinking Prevention Program
Kristi Metzger	TX Dept. of State and Health Services
Frank Saenz	TxDOT
Freddie Summer	TxDOT
Marsha Scott	TxDOT
William Diggs	TxDPS

July 30, 2013 – Attendance	
Name	Organization
Jim Kuboviak	University of Houston / LEMVI

After Action Report

The main focus of the Texas Impaired Driving Task Force meeting on July 30, 2013 was to conduct a detailed review of the Texas Impaired Driving Plan developed this year. The entirety of the meeting was dedicated to a detailed review of the Plan. The results of that meeting are reflected in the Texas Impaired Driving Plan that will be submitted to NHTSA on or before September 1, 2013.

In addition to the revisions that were incorporated into the Plan, the Task Force identified additional items to be discussed prior to the next revision of the Plan. The Task Force is planning on creating ad hoc and standing committees to facilitate detailed discussion in critical or specialized areas including, but not limited to: forensics and testing, legislative, law enforcement, technology, and prevention. The smaller groups will meet separately and report back to the full Task Force. Additionally, the members identified specific individuals and/or organizations that should be invited to join the Task Force in order to meet the requirements that all parts of the impaired driving process are represented.

September 26, 2012



Impaired Driving Task Force Meeting

September 26, 2012

Where: Texas Department of Transportation (TxDOT) – Austin District
7901 North IH 35 – Austin (512)832-7000

When: Wednesday, September 26, 2012
Meeting - 9:30 a.m. – 3:30 p.m. with a working lunch

9:30-9:45	Welcome	Jim Hollis
9:45-10:15	Introductions <i>Attendees will introduce themselves and identify their organization/project.</i>	All Participants
10:15-10:30	Initiatives in Impaired Driving (NHTSA/TxDOT)	TxDOT and/or NHTSA
10:30-11:30	The Problem of Impaired Driving: Statistics and Challenges in the Process	Clay Abbott Melissa Walden
11:30-12:30	Lunch/Networking	
12:30-1:00	Overview of Upcoming Legislative Session	All Participants
1:00-1:30	Progress Made Towards the Gaps Identified in the NHTSA Assessment & Explanation of Breakout Sessions <i>(Documentation from the NHTSA assessment will be provided prior to the meeting)</i>	Melissa Walden
1:30-2:30	Breakout Sessions (includes a short break)	All Participants
2:30-3:15	Breakout Sessions Report Back to Group Facilitate the Identification of Critical Items	All Participants
3:15-3:30	Closing Remarks and Adjourn	

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

September 26, 2012 – Attendance			
Group	First Name	Last Name	Organization
1	Reita	Hill	MADD Texas State Office
1	Regina	Guthrie	Sam Houston State University
1	Richard	Lusby	TEA Driver Training
1	Nicole	Holt	Texans Standing Tall
1	David	Hodges	Texas Association of Counties
1	Holly	Doran	Texas Center for the Judiciary
1	Jim	Hollis	Texas Department of Transportation
1	Karen	Peoples	Texas Department of Transportation
1	Mona Lisa	Zertuche	Texas Department of Transportation
1	Clay	Abbott	Texas District and County Attorneys Association
1	Rob	Daniel	Texas Justice Court Training Center
2	Jane	Roden	Collin County - District Attorney's Office
2	Eric	Cadow	Harris County
2	Hank	Griffith	Harris County
2	Paige	Ericson	Texas A&M Transportation Institute
2	Troy	Walden	Texas A&M Transportation Institute
2	Joey	Estrada	Texas Alcoholic Beverage Commission
2	William	Diggs	Texas Department of Public Safety
2	Terrie	Roberts	Texas Department of Public Safety
2	Terri	Miller	Texas Department of Transportation
2	Jessica	Son	Texas Department of Transportation
2	Regan	Mettaeur	Texas Municipal Courts Education Center
2	Deadra	Stark	Texas Municipal Courts Education Center
2	Ray	Dittrich	Texas Municipal Police Association
2	Audrey	Hukari	Texas Municipal Police Association
3	Nina	Saint	Educational Service Center - 13
3	Donnell	Thomas	Educational Service Center - 6
3	Chassati	Bauman	Hillcrest TeenSafe
3	Tori	Lineberry	Hillcrest TeenSafe
3	Lauren	Powell	Hillcrest TeenSafe
3	Dan	Worley	Hillcrest TeenSafe
3	Steve	Ross	Texans Standing Tall
3	Russell	Henk	Texas A&M Transportation Institute
3	Bobbi	Brooks	Texas AgriLife Extension Service
3	Torry	McGee	Texas AgriLife Extension Service
3	Lauralea	Bauer	Texas Department of Transportation
3	Wanda	Ealey	Texas Department of Transportation
3	Gloria	Souhami	Travis County Attorney's Office
4	Todd	Keagle	Harris County District Attorney's Office
4	Jim	Kuboviak	Law Enforcement Mobile Video Institute
4	Warren	Diepraam	Montgomery County District Attorney's Office

September 26, 2012 – Attendance			
Group	First Name	Last Name	Organization
4	Shanna	House	Sam Houston State University
4	Lee Ann	Bell	Texas A&M Transportation Institute
4	Maury	Dennis	Texas A&M Transportation Institute
4	John	Graber	Texas A&M Transportation Institute
4	Mindy	Carroll	Texas Alcoholic Beverage Commission
4	Michele	Mund	Texas Association of Counties
4	Mark	Atkinson	Texas Center for the Judiciary
4	Robbie	Barrera	Texas Department of Public Safety
4	Robbi	Branch	Texas Department of Transportation
4	Carol	Campa	Texas Department of Transportation
4	Hope	Lochridge	Texas Municipal Courts Education Center
4	Bryan	Bell	Texas Municipal Police Association
5	Lauren	Crawford	Enviromedia
5	Heather	Miller	Enviromedia
5	Debby	Young	National Safety Council
5	Alex	Cantu	Texans Standing Tall
5	Marcie	Perez	Texas A&M Transportation Institute
5	Stacey	Tisdale	Texas A&M Transportation Institute
5	Clint	Harnden	Texas AgriLife Extension Service
5	Shirley	Ashbrook	Texas Department of Transportation
5	Frank	Saenz	Texas Department of Transportation
5	Candice	House	ThinkStreet
5	Mark	Scholz	ThinkStreet

After Action Report

The Task Force was divided into groups and assigned a specific section of the priority recommendations from the 2010 NHTSA Alcohol State Assessment. While the State has made progress towards these recommendations, the Task Force was asked to discuss/suggest what the next necessary steps are to make a substantive impact on the number impaired driving instances and, subsequently, the number of alcohol related crashes and associated fatalities.

Each group discussed one of the following topics and was asked to suggest specific ways that its respective topic could be addressed -- including the resources (individuals, organizations, legislature, etc.) that need to be engaged to make changes. The Task Force also was asked to discuss whether any exploration or research was a prerequisite to moving forward with any of these items. Some of the issues assigned were more complex than others, and it was understood that time constraints may not allow for every item to be fully discussed.

Each group had a flip chart to record their discussion/recommendations. Additionally, each group was assigned a TTI representative who helped keep the group on point and record the information from the

discussion. Finally, each group was asked to designate one person (not the TTI representative) to share their discussion with the larger group at the end of the break out session.

Group 1: DWI Task Force & Excise Task

Topics:

- Increase the state excise tax rates for all alcoholic beverages to equal the national average.
- Create and convene a DWI Task Force consisting of membership, at the highest level, of stakeholder organizations to review the findings and recommendations of the October, 2010 Impaired Driving Assessment Report.
- Establish funding based on portions of fines, court costs, etc., to support long term projects and promote self-sufficiency.

Questions for Discussion:

1. What would the expectations of the Task Force be in regards to impaired driving?
2. Should a particular organization facilitate the administration of the Task Force? If so, who would be possible candidates to fulfill this role?
3. Which organizations should be represented on the Task Force?
4. Are there particular individuals who need to be part of the Task Force?
5. How should the Task Force operate?
6. Should the Task Force “produce” any products or documentation that could be used to educate others on the problems of impaired driving in the state?
7. What would make having an Impaired Driving Task Force worthwhile? (in addition to fulfilling the recommendation)
8. Is it an option to look at the state excise tax for alcoholic beverages?
9. Could an increase in this tax help fund initiatives like the Task Force, prevention and treatment programs, etc.?
10. What are the obstacles to addressing the excise tax on alcoholic beverages?
11. What would the steps be to increase the excise taxes in Texas?
12. How difficult would it be to designate this type of funding to address the impaired driving problem in the state?

Group 1 Feedback

Excise Tax:

- Past surcharges (rule changes vs. legislation)
- Excise Taxes are pretty taboo in the legislative environment
- Impacts the alcohol manufactures not individuals
- Evidence-based research from the Surgeon General, NIAA, and CDC and others state that raising the excise tax would decrease youth consumption of alcohol and would lead to fewer impaired driving incidents
- Underage drinking costs Texas \$1.8 billion annually, according to research published by the American Journal of Preventive Medicine. Increasing excise taxes correlates with lowered rates of youth consumption and the consequences associated with underage and risky drinking, including traffic accidents and fatalities.

Purpose of Task Force:

- Regional

- Networking and shared resources to impact impaired driving problem (prosecutor mentoring, etc.) – local representation- set goals for group (or at least communicate)
- State
 - Statewide forum
- Look at SA Task Force Model
- Who do we hold accountable (one person covers)
- Get examples of current task forces
- Resource guide (not just TxDOT related)

Small committee on purpose system of smaller committees

Regional approach

- Districts
- Groups of districts
- Urban
- Rural

Develop best practices

Come together once a year (impaired driving forum)

Look at state from a data perspective (need/population)

- Statewide conversation on a regional level

Look at multiple models

Put elected officials on the committee

Forensic committee

- Local representatives
- Look at how this works

Multiple types of groups → same message

Chris Burnett (gov office) →engage the COGs (24)

Prosecution

Law Enforcement

Advocacy

Higher Education (as appropriate)

(200 college campus locations)

Judicial

Health Services (public health, safety, hospital)

Group 2: DWI Tracking System

Topics:

- Develop a statewide DWI tracking system and designate the appropriate agency to act as its custodian.
- Provide grant funding for middleware to make existing law enforcement records management systems compatible with Law Enforcement Advanced DUI/DWI Reporting System (LEADRS).
- Develop a database or system to collect requisite data to demonstrate the number of DWI arrests in the state annually, and the timeliness and consistency of sanctions or disposition of adjudicatory process.

Discussion Questions:

1. Is it possible to have a DWI tracking system in Texas?
2. What are the challenges associated with the development of such a system?
3. Are there systems in place that could be linked to address the intent of a DWI tracking system?

4. What would the expectations of a DWI tracking system?
5. Should a particular organization facilitate the administration of a DWI tracking system? If so, who would be possible candidates to fulfill this role?
6. Should there be a working group to help formulate and facilitate the development of such a system?
7. What would be the barriers to deploying such a system?
8. Should the system be able to “produce” any products or data on a regular basis that could be used to educate others on the problems of impaired driving in the state?
9. What would make having a DWI tracking system be worthwhile? (in addition to fulfilling the recommendation) If so, why?
10. How would the development and maintenance of a DWI tracking system be funded? Is it an option to look at the state excise tax for alcoholic beverages?
11. What would the steps be to develop and deploy a DWI tracking system in Texas?

Group 2 Feedback

DWI Tracking Benefits:

- Real-time reporting structure for law enforcement enhancement
- Statistics
- Coordination between departments

What would facilitate DWI Tracking?

- Legislation
- Inter-agency cooperation
- A “host” to house tracking system → DPS?

Practical Problems

- Expensive
 - Human Capital } Maintenance
 - Fiscal Capital } Maintenance
- Difficult
 - How to implement it?
 - Create from scratch?
- Could our efforts be better put somewhere else?
 - Is it necessary?
- What info is included & how will it be used?

Group 3: Underage Prevention & Education

Topics:

- Provide schools with current, accurate impaired driving information to ensure that the Texas Essential Knowledge and Skills for Health Education are met.
- Replicate Shattered Dreams and other prevention strategies in schools throughout the state.
- Establish a college alcohol abuse/impaired driving prevention consortium.

Discussion Questions:

1. How are we providing K-12 accurate information related to impaired driving?
2. Do we understand how that is impacting decision making? Does the work have impact and how do we measure it? If we don't measure it, how can we do that?
3. How successful is the state at curbing underage drinking, driving, and riding?

4. What are we doing at the post-secondary level to impact underage drinking and drinking and driving in general?
5. Does Shattered Dreams make a difference? How do we know? Are there other similar programs in place in Texas?
6. What do we need to do at the secondary level to influence young drivers to avoid drinking and/or driving while under the influence?
7. Do we have a college alcohol abuse/impaired driving prevention consortium at the state, regional or local levels? If not, what steps do we need to take to establish one? Do we need one? What would be the expectations of this consortium? How would this group be facilitated/administered?
8. Regardless of the NHTSA recommendations, what are three (doable) items/initiatives that could significantly impact the underage drinking/driving problem in Texas? (Can address issues related to enforcement, prosecution, adjudication, probation, sale of alcohol, etc.) – if you want to include more that is fine, but we want the items to be doable and we want you to identify what will have to be done to accomplish each of the items.

Group 3 Feedback

1. K-12 TEKS Specs Met
 - a. Online for reference
 - i. Knowledge & skills key – leverage point for program entry
 - ii. E.g., economic impact, writing about impact of alcohol
 1. Travis County UDDP (4th/5th grade) + 9th – 12th grades
 2. Texans Standing Tall
 3. TDTSE At (Robots/Alcohol Drug Safety)
 4. AgriLife (DWI Prevention Simulator)
 - iii. Project Celebration
 - iv. DASH – Student Council
 - v. Driver Ed Counsel – TEA
2. TDS Pre-Post Assessments
 - a. Awareness & self-reported behavior
 - b. Anecdotal → Change in culture/social norms
 - i. No Alcohol is O.K. now
 - c. TEKS school survey (statewide)
3. E.g. Underage Drinking Down
 - i. Tobacco use down
 - ii. Track/document total reach of programs (e.g. # of students reached)
 - b. General → Need to let communities know about resources available
 - c. 911 PSA (Robertson County Coalition)
 - i. News media → Mike Chrisholm
 - d. Law enforcement involvement and follow-up critical → need support of community (e.g. star QB)
 - e. School resource officers a good contact
 - f. TASA/TASB directory (issuing for state resources)
 - g. SARC (sexual assault) connection related to alcohol/drugs
 - h. Create linkage with Driver’s Ed Schools
4. Need more info re: fake ideas, consequences, etc. for college-age (post HS) group
 - a. Uni. Driver Seat
 - b. Freshmen Learning Community (Sam Houston)

- c. UDDP (booths/workshops at freshmen orientation)
 - d. Alcohol summit → sessions re: alcohol/drugs (1 week)
5. Take closer look at Shattered Dreams, and how it can be improved, costs reduced, streamlined, etc.
7. State Health Services (CCP) DSHS
 - i. Substance abuse grants
 - a. General (#2) Texans Standing Tall Document
 - i. Alcohol use, etc. → Higher Education Report Card
 - b. Local coalitions
 - c. Focus on college (18-25) moving forward
 - d. 18-21 working youth (non-college students) –MADD take the wheel?
 - i. 6th street opportunity
8. Improving distribution of current materials via Social Media, (movie theaters, etc.) other innovative distribution ideas.
 - a. Blood and pore impact is short-linked;
 - b. Young people know “it’s not real’
 - c. Very expensive/resource-intensive
 - d. School time too difficult/distracts from tight schedules
 - e. “Every is Minutes”; Ghost out/White out
 - f. “True stories/testimonials” more effective
 - g. Source of funds/programs? TABC?
 - h. Mini-grants no longer offered
 - i. Widely varied implementation
 - j. Needs better coordination
 - k. Cohort/ ongoing work group (establish)
 - l. Outreach mechanism to raise awareness of programs focused on alcohol (e.g. presentations/workshops at school-oriented conferences)

Group 4: Criminal Justice System

Topics:

- Enact a statute that allows well planned and fairly executed sobriety checkpoints.
- Strengthen Administrative License Revocation to allow the process to immediately remove impaired drivers from the road.
- Hold a listening session for all elected prosecutors in the state to identify what strategies and resources they need to improve their prosecution of impaired driving.
- Expand the utilization of DRE officers in DWI mobilizations and fatality collision investigations.

Discussion Questions:

- What is the probability of enacting a statute to allow sobriety check points in Texas?
- How are no-refusal initiatives addressing the issue of impaired driving?
- How does a no-refusal process compare in intent to sobriety checkpoints? Can we make an argument that no-refusal is addressing the intent of sobriety checkpoint just using a different angle?
- Regardless of the NHTSA recommendations, what are three (doable) items/initiatives that could significantly impact the DWI problem in Texas? (Can address issues related to enforcement, prosecution, adjudication, probation, ALR, etc.) – if you want to include more that is fine, but we

want the items to be doable and we want you to identify what will have to be done to accomplish each of the items.

- How critical is the utilization of DRE in mobilizations and/or fatality collision investigations?

Group 4 Feedback

Sobriety checkpoints won't get out of committee

- Legislatures do not want to own consequences if they get stopped
- Watered down legislation that would not have been effective
- Little support from either party. Most of the Texas public is against the idea of stopping innocent people.

ALR

- ALR not as successful as previously thought – People will drive on a suspended license anyway. There is a low probability they will get caught. There are no other alternatives for them.
- Defense uses it as discovery.
- Trend is for police officers not to go to ALR - why jeopardize criminal DUI case for an administrative hearing (LEO point)
- Better than what TX had before where Justice of the Peace makes decision. JP wants to get elected again and in rural areas is very close to the people. Doesn't want to arrest voters.

Occupational License

- Lack in enforcement
- Can now get fee for probation
- Judges are being more educated about consequences of giving an occupational permit to someone who later gets another DUI while driving with occupational.
- Probation officers can now oversee all IID usage
- 49.09H shall order IID and keep up for 1 year
 - Needs to be revamped
- IID + treatment = most successful method of reducing recidivism

Indigence

- Harris does not contract, all IID vendors must have IID indigence fund (sliding pay scale based on your income and ability to pay)

2013 Grant TDCAA: Hold a listening session for elected prosecutors

- Already on December agenda

Some states are saying that if reducing DUI to Class C then Ignition Interlock must be used/cannot be waived. Texas should look into this. Gets people into treatment and allows you to monitor their driving even when charges are reduced.

DRE

- Train more
- 3 upcoming classes for a total of 420 total DRE's (60 new by the end of 2013)

No Refusals

- All in favor of procedure
- Blood – can't argue medical certainty. Juries love it. Because of all the crime shows juries want to see forensic evidence. Blood test gives them that. This has really helped increase DUI conviction rates and pre-trial pleas.

- Sobriety checkpoints are just publicity. No refusals are for convictions. In many ways, no refusals are better than check points because it allows the officer to see the person driving impaired before stopping them. Strengthens the case.
- Advertising No Refusals is like sobriety checkpoints in that LEO is going to catch you.
 - No Refusal may be stronger message
 - Sobriety checkpoints – privacy concern (driving privileges vs. rights) (No PC.)

Look at statewide uniform template for occupational DL. That way people who file for occupational but do not have a lawyer can do it right the first time.

Expunge not favorable – range of punishment needs to be in line with the crime.

Effectively combating DUI requires justice be done in a way that doesn't hurt first time offenders for the rest of their lives, but still reduces recidivism, allows you to go after repeat offenders, and avoids any negative side effects for society. This led many at the table to want deferred adjudication (DA) for DUIs.

- DA works well when combined with no refusal blood test. People don't want to go to trial with blood test evidence against them. DA gives people an out.
- DA gets people on IID and into rehab which reduces recidivism
- IID is good because it allows someone to still drive, but makes sure they are not drinking and driving. Problem with ALR is people keep driving without being monitored and without insurance. Huge societal cost.
- People can file for non-disclosure if they successfully complete the terms of their probation. This hides their record from private entities (including potential employers) but is still visible to law enforcement in case they get a second DUI.
- Defense bar opposed to DA because it will reduce the number of people who fight a DUI.

Group 5: Effectiveness of Media

Topics:

- Expand the use of awareness surveys to measure the effectiveness of the media campaign

Discussion Questions:

- What methods are used to measure the awareness of the target audience related to media campaigns?
- How do we coordinate between campaigns to measure overlap of messaging?
- What ways can we better coordinate between programs/projects to ensure a consistent message (not between media developers but between other programs/project and subgrantees)?
- Should there be consistency between programs with the regards to websites? If so, how do we do that?
- How can we coordinate awareness measurement (especially pre-countermeasures) to determine the need for media and/or other types of projects that address impaired driving?
- What are your biggest challenges to developing media campaigns related to impaired driving? What can we do to address these barriers/challenges?
- What other methods outside of traditional media type initiatives should other subgrantees be doing to ensure they are delivering the correct message? Sell their programs/projects?
- Regardless of the NHTSA recommendations, what are three (doable) items/initiatives that could significantly impact the DWI problem in Texas in terms of media? – if you want to include more

that is fine, but we want the items to be doable and we want you to identify what will have to be done to accomplish each of the items.

Group 5 Feedback

1. Informal survey/discussion with intended target audiences (ideally with neutral lead); entry/exit polling at events, workshops, presentations, etc.
2. No concern re: overlap, but message should be consistent
3. Local coalition (San Antonio (Austin in works)) development; use TxDOT as HUB; TSS regional schedule of activities by sub-grantee via shared online tool
4. Overall message consistency is critical but auton. websites – too many audiences, etc.
5. Determine scope of problem, then determine types and size of media
 - a. Create database of information sub-grantees need --- other campaigns add to survey where applicable/possible
6. Budget
 - a. Timing
 - b. Breaking through the clutter with Budget and Timing
7. Social Media, PR (make contacts with local media)
8. Peer-to-peer programs (especially with youth and teens)
 - a. Establish contacts with local media directors
 - b. KNOW YOUR AUDIENCE

Legislative Issues

- FRSA – Failure to Stop and Render Aid
- Deferred Adjudication
- Resources for labs
- Rehab in prisons
- Search Warrants
- Increase Punishment Ranges
- Dramshop
- Reduce Surcharges
- License Suspension
- Pre-trial Diversions
- Funding through court cost and pooling of those funds
- Alcohol Excise Taxes

September 1, 2011



Texas Impaired Driving Task Force Meeting

Where: Texas Association of Counties Headquarters
Event Center – 4th Floor
1210 San Antonio Street, Austin

When: Thursday, September 1, 2011
9:30 a.m. – 2:30 p.m. (Lunch will be provided)

Introductions

All

All partners will be prepared to introduce (one main representative from each group) themselves and any of their colleagues from their organization. They will also provide a very brief description of their organization and projects/programs related to traffic safety.

Overview of NHTSA Initiatives in Impaired Driving

Frank Saenz

Review the Gaps Identified in the NHTSA Assessment

Melissa Walden

(Note: We will provide documentation on all of the gaps, but focus on the top 4-5 that TxDOT and the partners feel are critical and we have the ability to address)

Charge for the Meeting

Melissa Walden

(Note: Explain the purpose of breaking up into small groups and the expected outcomes)

Meet in Teams

All

Teams Report Back to Group

All

Facilitate the Identification of Critical Items

Melissa Walden

Adjourn

September 1, 2011 – Attendance		
First Name	Last Name	Organization
Chassati	Bauman	Hillcrest TeenSafe
Tori	Lineberry	Hillcrest TeenSafe
Lauren	Powell	Hillcrest TeenSafe
Dan	Worley	Hillcrest TeenSafe
Jim	Kuboviak	Law Enforcement Mobile Video Institute
Debby	Young	National Safety Council
LeeAnn	Bell	Texas A&M Transportation Institute
Maury	Dennis	Texas A&M Transportation Institute
Marcie	Perez	Texas A&M Transportation Institute
Melissa	Walden	Texas A&M Transportation Institute
Joey	Estrada	Texas Alcoholic Beverage Commission
David	Hodges	Texas Association of Counties
Mark	Atkinson	Texas Center for the Judiciary
Robbie	Barrera	Texas Department of Public Safety
Frank	Saenz	Texas Department of Transportation
Clay	Abbott	Texas District and County Attorneys Association
Rob	Daniel	Texas Justice Court Training Center
Hope	Lochridge	Texas Municipal Courts Education Center
Lisa	Robinson	Texas Municipal Courts Education Center
Bryan	Bell	Texas Municipal Police Association
Ray	Dittrich	Texas Municipal Police Association
Candice	House	ThinkStreet
Gloria	Souhami	Travis County Attorney's Office

After Action Report

The Texas Alcohol and Other Drug Countermeasures Internal Assessment Matrix was revised during this meeting. There was no specific meeting minutes generated with the exception of the revised matrix that was submitted to TxDOT. The group met as a whole and in break-out sessions to discuss the progress being made towards addressing the NHTSA recommendations from the State Alcohol Program Assessment conducted in the fall of 2010. The following includes the discussion topics and the legislative update that was presented to the Task Force members.

Appendix I – Impaired Driving Forum
 April 28, 2015

Texas Statewide Impaired Driving Forum

April 28, 2015 • Norris Conference Center
 2525 W. Anderson Lane, Suite 365 • Austin, Texas 78757

8:30 – 9:00 am	Registration
9:00 – 9:15 am	Welcome / Opening Remarks <i>Robert Wunderlich, Center for Transportation Safety Director, Texas A&M Transportation Institute</i> <i>Melissa Walden, Planning and Evaluation Group Program Manager, Texas A&M Transportation Institute</i>
9:15 – 9:30 am	NHTSA Overview <i>Frank Marrero, Regional Program Manager, National Highway Traffic Safety Administration</i>
9:30 – 9:45 am	TxDOT Overview <i>Frank Saenz, Alcohol and Other Drugs Program Manager, Texas Department of Transportation</i> <i>Terry Pence, Traffic Safety Director, Texas Department of Transportation</i>
9:45 – 10:00 am	Impaired Driving: A Data Snapshot <i>Paige Ericson, Research Associate, Texas A&M Transportation Institute</i>
10:00 – 10:30 am	Legislative Summary <i>Judge Laura Weiser, Judicial Resource Liaison, Texas Center for the Judiciary</i>
10:30 – 10:45 am	BREAK
10:45 – 11:15 am	DPS Data Talk <i>David Palmer, Major, Texas Department of Public Safety</i>
11:15 – 11:45 am	Linking Impaired Driving Data <i>Chris Drucker, Epidemiologist, Texas Department of State Health Services</i> <i>Robert Wunderlich, Center for Transportation Safety Director, Texas A&M Transportation Institute</i>
11:45 – 12:30 pm	Lunch and Networking
12:30 – 1:30 pm	Community Coalitions Panel: Coming Together to Increase the Impact <i>Sam Aguirre, Traffic Safety Supervisor, Texas Department of Transportation</i> <i>Monica O’Kane, Traffic Safety Specialist for El Paso District, Texas Department of Transportation</i> <i>Robbi Smith / Mona Lisa Zertuche, Traffic Safety Specialists for San Antonio District,</i> <i>Texas Department of Transportation</i> <i>Angela Tidwell / Jessica Son, Traffic Safety Specialists for Austin District,</i> <i>Texas Department of Transportation</i> <i>Ruby Martinez, Traffic Safety Specialist for Pharr District, Texas Department of Transportation</i> <i>Jill Collett, Traffic Safety Specialist for Abilene District, Texas Department of Transportation</i>
1:30 – 2:00 pm	Defense Challenges <i>Troy Walden, Director of Center for Drug and Alcohol Education, Texas A&M Transportation Institute</i> <i>Warren Diepraam, First Assistant, Waller County District Attorney’s Office</i> <i>Tony Corroto, DUI Expert Witness, Tony Corroto Enterprises, LLC.</i>
2:00 – 2:45 pm	Integrating the DWI Process Panel <i>Cheryl M. Garren, Enforcement & Compliance Service Manager, Texas Department of Public Safety</i> <i>Melissa Eager, Conviction Reporting Program Supervisor, Texas Department of Public Safety</i> <i>Lanette Rusmisl, ALR Director of Hearings, Texas Department of Public Safety</i> <i>Scott Griffith, Director of Research and Court Services, Texas Office of Court Administration</i>
2:45 – 3:00 pm	Closing Remarks and Questions



2015 Statewide Impaired Driving Forum - Attendees		
Last Name	First Name	Organization
Thorp	Kara	AAA Texas
White	LeKeshia	Abilene Regional Council on Alcohol and Drug Abuse
LeVine	Sara	ATX Safer Streets
Fortune	Arthur	Austin PD
Mabe	Richard	Austin PD
Walker	Keith	Austin PD
Ballew	Doug	Austin TC HHS Injury Prevention Program
Provance Doggett	Holly	Baylor Scott & White Hillcrest
Ruiz	Roberto	Bexar County DWI & Adult Drug Court
Lopez	Carlos	Bexar County DWI Court
Bradley	Lindsey	Brown Distributing Company
Bennett	J.K.	Caldwell PD
Smidt	Marie	Cedar Park PD
Whitley	Kristy	Cedar Park PD
Thorpe	Bianca	City of San Antonio - Transportation & Capital Improvements
Thorpe	William	City of San Antonio - Transportation & Capital Improvements
Harris	Kevin	College Station PD
Patel	Prakash	Department of State Health Services / EEDRS-Injury
Shaffer	Brian	Draeger Safety Diagnostics, Inc.
Conder	Adrian	DSHS
Drucker	Chris	DSHS
Lunceford	Celeste	DSHS
Walker	Anna	East Texas Medical Center
Burton	Ted	Enviromedia
Alonzi	Al	FHWA
Bee	Taylor	Hillcrest Baptist Medical Center
Tahiri	Debbie	Hillcrest Baptist Medical Center
Worley	Dan	Hillcrest Baptist Medical Center
Garcia	Mario	Kyle PD
Oaks	Patsy	Kyle PD
Saenz	David	Kyle PD
Dorman	David	MADD
Gutierrez	Jaime	MADD
Vasquez Jr.	Raul	MADD
Constable	Myra	MADD - State Office
Stigent	Colt Michael	Manor PD

2015 Statewide Impaired Driving Forum - Attendees		
Last Name	First Name	Organization
Macias	Joe	Mission PD
Dunman	Tyler	Montgomery County DAO
Lynn	Lorrie	National Safety Council
Robinson	Lisa	National Safety Council
Marrero	Frank	NHTSA - Regional Office
Bastidas	Al	Please BE KIND to Cyclists
Clark	Diane	Sam Houston State University / Impaired Driving Initiatives
Ocamb	David	Sherry Matthews Advocacy Marketing
Sharman	Chris	Sherry Matthews Advocacy Marketing
McDonald	Dottie	Smart Start, Inc.
Hale	Toni	TABC
Alpert	Richard	Tarrant County DAO
Miller	Megan	Taylor Alliance for Prevention & D.R.I.V.E. Safe Coalition
Bautista	Oziel	TCI Transportation & Capital Improvements / Traffic Operations & Safety
Escamilla	Gabrielle	TCI Transportation & Capital Improvements / Traffic Operations & Safety
Lusby	Richard	TEA Driver Training
Barnett	Grace	Texans Standing Tall
Pryor	Nancy	Texans Standing Tall
Sewing	Gabby	Texans Standing Tall
Brooks	Bobbi	Texas A&M AgriLife Extension Service
Kovar	Cindy	Texas A&M AgriLife Extension Service
Mooney	Laura Dean	Texas A&M AgriLife Extension Service
Atkinson	Mark	Texas Center for the Judiciary
Doran	Holly	Texas Center for the Judiciary
Weiser	Laura	Texas Center for the Judiciary
Puckett	Karen	Texas Department of Insurance - Division of Workers' Compensation
Penny	Barbara	Texas Department of Transportation
Reddell Pierce	Sharon	Texas Family, Career, and Community Leaders of America
Daniel	Rob	Texas Justice Court Training Center
Griffith	Scott	Texas Office of Court Administration
Lochridge	Hope	TMCEC
Mettauuer	Regan	TMCEC
Ellington	Maghan	TMPA
McCaughey	Robert	TMPA
McGarah	David	TMPA
Wall	Carole	TMPA

2015 Statewide Impaired Driving Forum - Attendees		
Last Name	First Name	Organization
Wilkerson	John	TMPA
Ryan	Kevin	TMPA - LEADRS
Corroto	Tony	Tony Corroto Enterprises, LLC
Souhami	Gloria	Travis County Attorney's Office
Chavarria	Nora	Travis County CSCD
Cruz	Lucy	Travis County CSCD
Ramirez	Anita	Travis County CSCD
Smith	Margie	Travis County CSCD
Cox	Audra	Travis County PreTrial Services
Hernandez	Amanda	Travis County PreTrial Services
Wilt	Terry	Travis County SO
Dennis	Maury	TTI
Ericson	Paige	TTI
Graber	Jon	TTI
Hammond	Sarah	TTI
Henk	Russell	TTI
Hill	Mary	TTI
Minjares-Kyle	Lisa	TTI
Polunsky	Steven	TTI
Walden	Melissa	TTI
Walden	Troy	TTI
Wunderlich	Robert	TTI
Aguirre	Sam	TxDOT
Bauer	Lauralea	TxDOT
Beaver	Tish	TxDOT
Campa	Carol	TxDOT
Collett	Jill	TxDOT
Ealey	Wanda	TxDOT
Hollis	Jim	TxDOT
Humphrey	Chelsea	TxDOT
Jeffries	D.J.	TxDOT
Leal	Raul	TxDOT
Luckey	Jeanni	TxDOT
Martinez	Robert	TxDOT
Martinez	Ruby	TxDOT
Mendez	Tracie	TxDOT
Miller	Terri	TxDOT
Moore	Bernadine	TxDOT

2015 Statewide Impaired Driving Forum - Attendees		
Last Name	First Name	Organization
O'Kane	Monica	TxDOT
Pence	Terry	TxDOT
Peoples	Karen	TxDOT
Rand	Garry	TxDOT
Robelia	Sherri	TxDOT
Rogers	Shalandra	TxDOT
Saenz	Frank	TxDOT
Smith	Robbi	TxDOT
Son	Jessica	TxDOT
Summer	Freddie	TxDOT
Tidwell	Angela	TxDOT
Trevino-Castro	Blanca	TxDOT
Turner	Mary Belle	TxDOT
Turner	Tray	TxDOT
Weaver	Michael	TxDOT
Webster	Irene	TxDOT
White	Robert	TxDOT
Zertuche	Mona Lisa	TxDOT
Calderon	Paul	TxDPS
Diggs	William	TxDPS
Dill	Tamara	TxDPS
Erwin	Kathy Jean	TxDPS
Heselmeyer	JoJo	TxDPS
Kilborn	Zachary	TxDPS
Miller	Meda	TxDPS
Morgan	Jimmy	TxDPS
Mudd	Anna	TxDPS
Palmer	David	TxDPS
Parks	Shermain	TxDPS
Rusmiser	Lanette	TxDPS
Salinas	Samuel	TxDPS
Smith	Marcia	TxDPS
Tedder	Jay	TxDPS
Woodard	Stephen	TxDPS
Burris	James	TxDPS - Crime Lab Austin
Peyton	Sheryl H	TxDPS - Crime Lab Austin
Lockhart	Blake	Tyler PD
Shafer	Luke	Tyler PD

Appendix J – TxDOT Alcohol and Other Drugs Program Area Projects

Organization	Project Title	FY 14	FY 15	FY 16	Prevention	Alternative Transportation	Enforcement Local	Enforcement State	Enforcement Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety Local	General Traffic Safety State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus	
Bexar County Commissioners Court	Bexar County DWI Court	X	X	X	X		X			X	X	X	X	X												X	
Bexar County District Attorney's Office	Bexar County No-Refusal Initiative	X	X	X			X			X																X	X
City of Cedar Park - Police Department	STEP WAVE DWI		X	X			X																			X	X
City of College Station – Police Department	STEP DWI			X			X																			X	X
City of Daingerfield – Police Department	STEP WAVE DWI			X			X																			X	X
City of Edinburg Police	STEP DWI	X	X				X																			X	X
City of San Antonio - Police Department	STEP DWI		X				X																			X	X

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Organization	Project Title	FY 14	FY 15	FY 16	Prevention	Alternative Transportation	Enforcement Local	Enforcement State	Enforcement Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety Local	General Traffic Safety State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus	
Collin County District Attorney's Office	DWI No-Refusal Mandatory Blood Draw Program	X	X	X			X			X																X	X
Drug Alcohol and Tobacco Education	Your Decisions Save Lives: Understanding the True Impact of Alcohol and Drugs		X		X																	X				X	X
Education Service Center – Region 6	Alcohol Drugs and Safety Education Program AD-A-STEP for Life	X	X	X	X																	X					X
Galveston County Criminal District Attorney	DWI No-Refusal Blood Draw Grant for Holiday and Festival Weekends	X	X	X		X				X																X	X
Harris County Constable - Pct. 4	STEP DWI	X	X				X																			X	X
Harris County Constable – Pct. 6	STEP DWI						X																			X	X

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Organization	Project Title	FY 14	FY 15	FY 16	Prevention	Alternative Transportation	Enforcement Local	Enforcement State	Enforcement Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety Local	General Traffic Safety State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Harris County District Attorney	Search Warrants Stop Impaired Drivers: Harris County District Attorney's Office No Refusal Program	X	X	X			X			X															X	X
Hillcrest Baptist Medical Center - Hillcrest	TeenSafe Program	X	X		X										X	X						X				X
Hillcrest Baptist Medical Center - Hillcrest	Texas Reality Education for Drivers Program	X	X	X	X										X	X						X				X
Houston-Galveston Area Council	STEP WAVE DWI	X	X	X			X																		X	X
Montgomery County District Attorney's Office	Search Warrants Stop Drunk Drivers	X	X	X			X			X															X	X
Mothers Against Drunk Driving	Take The Wheel - Bexar County	X	X	X	X																X	X			X	X

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Organization	Project Title	FY 14	FY 15	FY 16	Prevention	Alternative Transportation	Enforcement Local	Enforcement State	Enforcement Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety Local	General Traffic Safety State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Mothers Against Drunk Driving	Take The Wheel - Dallas, Travis, Cameron, and Hidalgo Counties	X	X	X	X																X	X			X	X
Mothers Against Drunk Driving	Take The Wheel - El Paso County	X	X	X	X																X	X			X	X
Mothers Against Drunk Driving	Take The Wheel - Harris and Montgomery Counties	X	X	X	X																X	X			X	X
Mothers Against Drunk Driving	Take The Wheel - Smith and Gregg Counties	X	X	X	X																X	X			X	X
National Injury Prevention	Texas Specific Interlock Penetration Study – Medium Size County	X	X										X				X						X		X	
Sam Houston State University	Drug Impairment Training for Texas Community Supervision, Juvenile Probation, and Parole Officers	X	X	X					X			X											X		X	X
Sam Houston State University	Drug Impairment Training for Texas Employers	X	X	X					X													X		X	X	X

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Organization	Project Title	FY 14	FY 15	FY 16	Prevention	Alternative Transportation	Enforcement Local	Enforcement State	Enforcement Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety Local	General Traffic Safety State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Sam Houston State University	Impaired Driving Initiatives - DECP, ARIDE, and DITEP	X	X	X					X													X			X	X
Tarrant County	Tarrant County No-Refusal Program	X	X	X			X			X															X	X
Texans Standing Tall	Enhanced Visibility Enforcement Campaign to Reduce Underage Social Access to Alcohol and DUI	X	X	X	X																X	X				X
Texans Standing Tall	Screening and Brief Intervention for Risky Alcohol Use and Related Behavior among College Students	X	X	X	X									X		X									X	X
Texans Standing Tall	Zero Alcohol for Youth Campaign and Statewide Youth Leadership Council to Reduce Impaired Driving	X	X	X	X																X	X				X

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Organization	Project Title	FY 14	FY 15	FY 16	Prevention	Alternative Transportation	Enforcement Local	Enforcement State	Enforcement Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety Local	General Traffic Safety State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas A&M AgriLife Extension Service	Alcohol and Other Drug Driving Awareness Education	X	X		X																	X			X	X
Texas A&M AgriLife Extension Service	Alcohol and Other Drugs Parent Education Program		X		X																	X			X	X
Texas A&M AgriLife Extension Service	Watch UR BAC Alcohol Awareness Program	X	X	X	X								X									X			X	X
Texas A&M Transportation Institute	Alcohol and Ignition Interlock Training for Texas Adult Probation Personnel and Alcohol/Drug Training	X	X		X							X	X									X	X		X	X
Texas A&M Transportation Institute	BAC Reporting in Texas: Improving ME Office and County Performance	X	X	X			X	X	X											X			X		X	X

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Organization	Project Title	FY 14	FY 15	FY 16	Prevention	Alternative Transportation	Enforcement Local	Enforcement State	Enforcement Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety Local	General Traffic Safety State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus	
Texas A&M Transportation Institute	Peer-to-Peer Program for Decreasing Alcohol-Impaired Driving Among College Students	X	X	X	X	X									X							X			X	X	
Texas A&M Transportation Institute	Statewide Impaired Driving Task Force, Plan, Summit, and Technical Assistance	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Texas A&M Transportation Institute	Teens in the Driver Seat Program Outreach Enhancement with Distracted Driving Safety Presentations and Assemblies		X	X	X													X	X			X				X	
Texas Alcoholic Beverage Commission	TABC Promoting Retailer Integrity while Delivering Education (PRIDE) Project		X		X			X														X			X	X	

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Organization	Project Title	FY 14	FY 15	FY 16	Prevention	Alternative Transportation	Enforcement Local	Enforcement State	Enforcement Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety Local	General Traffic Safety State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas Alcoholic Beverage Commission	Texas Alcoholic Beverage Commission Public Safety Project			X	X				X													X			X	X
Texas Association of Counties	Rural Courts Impaired Driving Liaison Project	X	X	X	X						X	X											X		X	X
Texas Association, Family, Career and Community	Alcohol and Drunk Driving Awareness Education		X		X																	X			X	X
Texas Center for the Judiciary	Texas Judicial Resource Liaison and DWI Judicial Education	X	X	X							X	X	X	X									X		X	X
Texas Counseling Association	Alcohol and Other Drug Prevention Guidance and Counseling Program Toolkit		X		X									X		X							X		X	X
Texas Department of Public Safety	Evidential Breath and Blood Alcohol Testing	X	X	X				X								X									X	X
Texas Department of Transportation	Christmas/New Year Holiday Campaign*	X	X	X	X										X										X	X

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Organization	Project Title	FY 14	FY 15	FY 16	Prevention	Alternative Transportation	Enforcement Local	Enforcement State	Enforcement Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety Local	General Traffic Safety State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas Department of Transportation	College and Young Adult Impaired Driving Campaign*	X	X	X	X										X							X			X	X
Texas Department of Transportation	Football Season Impaired Driving Campaign*	X	X	X	X										X							X			X	X
Texas Department of Transportation	Hispanic Impaired Driving Campaign*	X	X	X	X										X							X			X	X
Texas Department of Transportation	Impaired Driving Incentive Grants	X	X	X	X		X	X							X										X	X
Texas Department of Transportation	Impaired Driving Mobilization Blitz Grants	X	X	X	X		X	X							X										X	X
Texas Department of Transportation	Labor Day Impaired Driving Campaign*	X	X	X	X										X							X			X	X
Texas Department of Transportation	Local Match Requirement Fulfillment	X	X	X	X										X										X	X
Texas Department of Transportation	Project Celebration*	X	X	X	X										X							X				X
Texas District and County Attorneys Association	DWI Resource Prosecutor	X	X	X					X	X			X									X			X	X

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Organization	Project Title	FY 14	FY 15	FY 16	Prevention	Alternative Transportation	Enforcement Local	Enforcement State	Enforcement Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety Local	General Traffic Safety State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas Justice Court Training Center	Texas Justice Court Traffic Safety Initiative	X	X	X							X											X			X	X
Texas Municipal Courts Education Center	Municipal Traffic Safety Initiatives	X	X	X	X					X	X		X									X			X	X
Texas Municipal Police Association	Fundamentals of Driving While Intoxicated (DWI) Investigation & Enforcement Training Program			X					X													X				
Texas Municipal Police Association	Law Enforcement Training to Reduce Impaired Driving by People Under 21	X	X	X	X				X													X			X	X
Texas Municipal Police Association	Texas DWI Detection and Standardized Field Sobriety Testing (SFST) Training Program	X	X	X	X				X													X			X	X

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Organization	Project Title	FY 14	FY 15	FY 16	Prevention	Alternative Transportation	Enforcement Local	Enforcement State	Enforcement Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety Local	General Traffic Safety State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas Municipal Police Association	Texas Standardized Field Sobriety Testing Basic/Practitioner Course and Instructor Course			X					X																	
Travis County Attorney's UDPP	Comprehensive Underage Drinking Prevention Program	X	X	X	X		X		X													X				X
University of Houston - Downtown	Mobile Video Training Course	X	X	X					X													X			X	X
University of Houston - Downtown	Standardized Field Sobriety Testing/Blood Warrant/Mobile Video Updates	X	X	X					X													X			X	X

Appendix K – Bills Passed in 82nd Texas Legislature

Texas Legislature – Bills Signed by the Governor 82nd Legislature Regular Session (Report Date: 6/22/2011)		
HB 11	Author:	Cook Hilderbran Kolkhorst Schwertner Lozano
	Sponsor:	Eltife
	Caption:	<p>Relating to reports filed with the comptroller regarding certain alcoholic beverage sales; providing a penalty.</p> <p>Impact: Reporting required will improve auditing and tax collection by the state comptroller of public accounts for sales of certain alcoholic beverages.</p>
HB 27	Author:	Guillen
	Sponsor:	Ellis
	Last Action:	06/17/2011 E Effective on 9/1/11
	Caption:	<p>Relating to the payment of fines and costs by defendants who are unable to pay the fines and costs in misdemeanor cases. Post judgment relation requires a hearing to determine indengency</p> <p>Impact: Allows defendants who are unable to immediately pay fines and court fees the option of doing so in designated interval payments.</p>
HB 588	Author:	Guillen
	Sponsor:	Whitmire
	Last Action:	06/17/2011 E Effective on 9/1/11
	Caption:	<p>Relating to surcharges under the Driver Responsibility Program. Lump sum payment (??? Indigent direction??? Judges have the ability to determine indengency) waving of surcharges.</p> <p>Impact: H.B. 588 provides for the advance payment of surcharges under the driver responsibility program and mandates a compliance incentive program. H.B. 588 amends current law relating to surcharges under the Driver Responsibility Program. Requires, rather than authorizes, the Texas Department of Public Safety (DPS) to offer a holder of a driver's license on which a surcharge has been assessed an incentive for compliance with the law and efforts at rehabilitation, including a reduction of a surcharge or a decrease in the length of an installment plan. Provides that if a person makes a single upfront surcharge payment, DPS will not be required to take further action concerning points, for convictions of certain Intoxicated driver offenses, for driving with license invalid or without financial responsibility, or for conviction of driving without a valid license</p>
HB 1009	Author:	Callegari
	Sponsor:	Hegar
	Last Action:	06/17/2011 E See remarks for effective date
	Caption:	<p>Relating to procedures for obtaining informed consent before certain postmortem examinations or autopsies.</p> <p>Impact: Requires that a decedent's relative be given an opportunity to consent to the autopsy through a plain language form that provides an opportunity for the family to place restrictions on the autopsy as well as control the disposition of organs and tissues after the procedure. The bill also allows a decedent's family to request that a physician not affiliated with the institution where their family member died review the autopsy, or perform the autopsy at another hospital or institution.</p>

		<i>This <u>does not apply</u> to an autopsy that is ordered by a justice of the peace or medical examiner who determines the autopsy is required under this chapter or other law.</i>
HB 1137	Author:	Darby Flynn Driver Berman
	Sponsor:	Estes
	Last Action:	06/17/2011 E Effective on 9/1/11
	Caption:	<p>Relating to the transmission of records regarding over-the-counter sales of ephedrine, pseudoephedrine, and norpseudoephedrine and a person's civil liability for certain acts arising from the sale of those products.</p> <p>Impact: <i>H.B. 1137 amends current law relating to the transmission of records regarding over-the-counter sales of ephedrine, pseudoephedrine, and norpseudoephedrine and a person's civil liability for certain acts arising from the sale of those products. before completing an over-the-counter sale of a product containing ephedrine, pseudoephedrine, or norpseudoephedrine, to: display a driver's license or other form of government-issued identification containing the person's photograph and indicating that the person is 16 years of age or older, and sign for the purchase; including the name and date of birth of the person making the purchase, the address of the purchaser, the date and time of the purchase, the type of identification displayed by the person and the identification number, and the item and number of grams purchased; and transmit the record of sale. Prohibits a business establishment from selling to a person who makes over-the-counter purchases of one or more products containing ephedrine, pseudoephedrine, or norpseudoephedrine within any calendar day: more than 3.6 grams of ephedrine, pseudoephedrine, norpseudoephedrine, or a combination of those substances and within any 30-day period, more than nine grams of ephedrine, pseudoephedrine, norpseudoephedrine, or a combination of those substances.</i></p>
HB 1199	Author:	Gallego Martinez Fischer
	Sponsor:	Davis
	Last Action:	06/17/2011 E Effective on 9/1/11
	Caption:	<p>Relating to the penalty for certain intoxication offenses.</p> <p>1st time BAC above 0.15 everything affects all PI&E</p> <p>Separate offense on DWI, aggravated intoxication offense, upgrades to a might as well be dead level – this is looked at in the punishment phase. Training issue for including this in the indictment</p> <p>Impact: <i>H.B. 1199 creates a penalty for an intoxication assault if the commission of the offense leaves a person in a persistent vegetative state. Amends Section 49.09, Penal Code, by adding Subsection (b-4), to provide that an offense under Section 49.07 (Intoxication Assault) is a felony of the second degree if it is shown on the trial of the offense that the person caused serious bodily injury to another in the nature of a traumatic brain injury that results in a persistent vegetative state.</i></p>
HB 1205	Author:	Turner Allen Aliseda Rodriguez, Eddie Gallego
	Sponsor:	Ellis
	Last Action:	06/17/2011 Effective on 9/1/11
	Caption:	Relating to the procedures for reducing or terminating community supervision and the establishment of certain time credits through which a defendant's period of community supervision is reduced.

		Impact: The bill makes its provisions relating to time credits apply only to a defendant who is granted community supervision, including deferred adjudication community supervision, for an offense punishable as a state jail felony or a third degree felony, <u>other than an intoxication for alcoholic beverage offense</u> , an offense involving family violence, or an offense included as a reportable conviction or adjudication under the sex offender registration program.
HB 2118	Author:	Coleman Giddings King, Phil Sheets
	Sponsor:	Estes
	Last Action:	06/17/2011 E Effective on 9/1/11
	Caption:	Relating to adding certain synthetic compounds to Penalty Group 2 of the Texas Controlled Substances Act. Impact: H.B. 2118 amends current law relating to adding certain synthetic compounds to Penalty Group 2 of the Texas Controlled Substances Act. This bill does not expressly grant any additional rulemaking authority to a state officer, institution, or agency.
HB 3474	Author:	Gallego
	Sponsor:	Watson
	Last Action:	06/17/2011 E Effective on 9/1/11
	Caption:	Relating to criminal offenses regarding the possession or consumption of alcoholic beverages by a minor and providing alcoholic beverages to a minor. Safe haven for minors. Impact: H.B. 3474 amends Sections 106.04 (Consumption of Alcohol by a Minor) and 106.05 (Possession of Alcohol by a Minor), Alcoholic Beverage Code, to provide limited immunity from prosecution for a person under 21 years of age who reports a medical emergency, i.e., a possible alcohol overdose, for that person or for another minor. The limited immunity would only apply to consumption of alcohol by a minor or possession of alcohol by a minor. The individual must comply with certain conditions, including that the minor requested emergency medical assistance in response to a possible alcohol overdose, that the minor was the first to request medical assistance, and that the minor who first requested assistance remained at the scene until the medical assistance arrived and cooperated with medical and law enforcement personnel. H.B. 3474 strengthens the probationary requirements for providing alcohol to a minor in certain environments, such as binge drinking or forcing or coercing consumption of alcohol. The bill outlines possible community supervision or probation options under Section 106.06 (Purchase of Alcohol for a Minor; Furnishing Alcohol to a Minor), Alcoholic Beverage Code, including 20 to 40 hours of community service, an alcohol awareness course, and a driver's license suspension or denial of the issuance of a driver's license. H.B. 3474 amends current law relating to criminal offenses regarding the possession or consumption of alcoholic beverages by a minor and providing alcoholic beverages to a minor.
SB 364	Author:	Ogden
	Sponsor:	Brown
	Last Action:	06/17/2011 E Effective on 9/1/11
	Caption:	Relating to statistical information on the prosecution of certain offenses relating to the operating of a motor vehicle while intoxicated. Impact: DWI reporting – non-funded mandate, forms requiring changes, hearing in the interim. S.B 364 amends the government code to require DPS to compile and

		<p><i>maintain statistical information on the prosecution of offenses relating to the operation of a motor vehicle while intoxicated including information on: number of arrests; number of arrests resulting in release with no charges; number of charges resulting in plea of not guilty and a trial; plea of guilty or nolo contendere; charges resulting in a conviction for the offense charges in the indictment complaint or other charging instrument; charges resulting in a conviction for an offense not originally charged in the indictment, complaint or other charging instrument and the number of charges ending in dismissals.</i></p> <p><i>Requires each law enforcement agency, court and attorneys office to report the information on the form provided for by the DPS so that the data can be collected and later analyzed. The bill requires DPS to report on those agencies, courts or attorney's office who fail to report the information as required. Report is due to legislature no later than the 15th of February annually.</i></p>
SB 1787	Author:	Patrick
	Sponsor:	Martinez Fischer
	Last Action:	06/17/2011 E Effective on 9/1/11
	Caption:	<p>Relating to the information provided by a peace officer before requesting a specimen to determine intoxication</p> <p>Impact: <i>Changes DIC 24 "if you refuse the BAC the officer may request a search warrant for blood" for those counties that do not do blood search warrants</i></p>

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Appendix L – Local and Statewide Coalitions

TxDOT District	TxDOT TSS	Organization Name	Organization Contact	Title	Phone	Email
Abilene	Jill Collett	Decision Responsibilities Initiatives Visions Educations (DRIVE) Safe Coalition	Jill Collett	Traffic Safety Specialist	325-676-6808	jill.collett@txdot.gov
Atlanta	Irene Webster	NE Texas Traffic Safety Coalition	Irene Webster	Traffic Safety Specialist	903-799-1221	irene.webster@txdot.gov
Austin	Jessica Son	Crossroads Coalition	Jessica Son	Traffic Safety Specialist	512-832-7243	jessica.son@txdot.gov
Austin	Angela Tidwell	Law Enforcement Regional DWI Coalition	Angela Tidwell	Traffic Safety Specialist	512-832-7035	angela.tidwell@txdot.gov
Beaumont	Georgette Pillitere	Injury Prevention Coalition of SE Texas	Georgette Pillitere	Traffic Safety Specialist	409-898-5719	georgette.pillitere@txdot.gov
Brownwood	Jeanni Luckey	Brownwood Traffic Safety Coalition	Jeanni Luckey	Traffic Safety Specialist	325-643-0403	jeannie.luckey@txdot.gov
Brownwood	Jeanni Luckey	Taylor Alliance for Prevention	Megan Miller	Coalition Coordinator	325-673-2242 ex. 122	megan.miller@arcadatx.org
Bryan	Terri Miller	Brazos Valley Injury Prevention Coalition	Cindy Kovar	Coalition Program Coordinator	979-862-1921	cmkovar@ag.tamu.edu
Bryan	Terri Miller	Coalition for Alcohol Responsible Education (CARE)	Ed Frank	President	979-361-4906	efrank@brazoscountytexas.gov
Bryan	Terri Miller	Law Enforcement Advisory Group	Laura D. Mooney	Co-Chair	979-862-1911	ldmooney@ag.tamu.edu
Dallas	Susan Clark / Robert White	Citizens for Traffic Safety	Carrie Nie	Associate Director (of the Injury Prevention Center of Greater Dallas)	214-590-4455	carrie.nie@phhs.org
Dallas	Susan Clark / Robert White	DalTaSC	Susan Clark / Robert White	Traffic Safety Specialist	214-320-6220 / 214-320-6235	susan.clark@txdot.gov / robert.white@txdot.gov
Dallas	Susan Clark / Robert White	DWI Task Force	Linda Baker	Senior Secretary (to Dallas County Commissioner)	214-653-6670	lbaker@dallascounty.org
El Paso	Monica O'Kane	Safety Traffic Regional Operations Networking Group (STRONG)	Monica O'Kane	Traffic Safety Specialist	915-790-4384	monica.okane@txdot.gov
Houston	Garry Rand / Olga Navarro	Houston Injury Data Coalition	Garry Rand / Olga Navarro	Traffic Safety Specialist	713-802-5187 / 713-802-5177	garry.rand@txdot.gov / olga.navarro@txdot.gov
Lubbock	Karen Peoples	Child Fatality Review Prevention Coalition	Tricia Vowels	Manager, Community Health Services	806-783-6482	ricia.vowels@dshs.state.tx.us
Lubbock	Karen Peoples	Hockley County VOICES Coalition	Sip Gutierrez	Coalition Director	806-317-6132	VOICEScoalition@hotmail.com

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

TxDOT District	TxDOT TSS	Organization Name	Organization Contact	Title	Phone	Email
Lubbock	Karen Peoples	Injury Prevention Coalition of the South Plains	Karen Slay	Executive Director	806-745-5428	kidsarentcargo@swbell.net
Lubbock	Karen Peoples	Lamb County Health and Safety Coalition	Taiya Jones	Program Specialist	806-783-6481	taiya.jones@dshs.state.tx.us
Lubbock	Karen Peoples	Lubbock County VOICES Coalition	Teresa Alvarado	VOICES Coordinator	806-766-0307	talvarado@STARCARELubbock.org
Lubbock	Karen Peoples	Lubbock County Youth Alcohol Coalition	Karen Peoples / Teresa Alvarado	Program Director	806-748-4478	karen.peoples@txdot.gov
Lubbock	Karen Peoples	Partners for Parenting Coalition	Sheila Rhodes	Pediatric Nurse Practitioner, Community Health Services	806-783-6482	sheila.rhodes@dshs.state.tx.us
Lubbock	Karen Peoples	South Plains Coalition for Child Abuse and Children's Protection Team	Carmen Aguirre / Carolyn Simpson	Executive Director	806-740-0251	caguirre@safeplace4kids.org
Lufkin	Allison Beck	Group United Against Roadway Deaths (GUARD)	Allison Beck	Traffic Safety Specialist	936-633-4315	allison.beck@txdot.gov
Pharr	Ruby Martinez	Rio Grande Valley Traffic Safety Coalition	Ruby Martinez	Traffic Safety Specialist	956-782-2508	ruby.martinez@txdot.gov
San Antonio	Robbi Smith / Mona Lisa Zertuche	Traffic Jam Coalition	Robbi Smith / Mona Lisa Zertuche	Traffic Safety Specialist	210-731-5219	robbi.smith@txdot.gov / monalisa.zertuche@txdot.gov
Tyler	Wanda Ealey	Pay Attention East Texas (PAET)	Wanda Ealey	Traffic Safety Specialist	903-510-9225	wanda.ealey@txdot.gov
Waco	Sherri Robelia	Hill County Substance Abuse Coalition (HCYSAC)	Tina Lincoln	Chief Juvenile Probation Officer	254-582-9553	tinalincon@gmail.com
Waco	Sherri Robelia	Teen Safe Driving Coalition	Tori Lineberry	Coalition Leader	254-202-8523	tlineberry@sw.org
Waco	Sherri Robelia	Voices Against Substance Abuse (VASA)	Josh Caballero	Drug and Alcohol Prevention Specialist	254-741-9222	icaballero@voiceinc.org
Waco	Sherri Robelia	Waco District Coalition	Sherri Robelia	Traffic Safety Specialist	254-745-2120	sherri.robelia@txdot.gov
Yoakum	Pat Eifert	Tri-County Coalition	Pat Eifert	Traffic Safety Specialist	361-293-4307	pat.eifert@txdot.gov

Appendix M – Approval Form for Impaired Driving Plan

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Date:

Agency/Organization: Position/Title:

I, _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

[Print Form](#)

[Submit by E-mail](#)



Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, W Clay Abbott, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by W Clay Abbott
DN: cn=W Clay Abbott, o=TDCAA, ou, email=abbott@tdcaa.com, c=US
Date: 2015.06.19 16:33:06 -05'00'

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Kayla Allen, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

From: Richard B. Alpert [mailto:RALpert@tarrantcountytexas.gov]
Sent: Thursday, June 18, 2015 7:14 AM
To: Ericson, Paige
Subject: RE: Reminder -- Approval Requested: Impaired Driving Plan

I approve the plan

Richard Alpert

From: Ericson, Paige
Sent: Monday, June 15, 2015 5:33 PM
To: frank.saenz@txdot.gov<mailto:frank.saenz@txdot.gov>
Cc: Walden, Melissa
Subject: Impaired Driving Plan - Requesting Approval
Importance: High

Task Force Members –

Summary:

- 1.) Review the attached Impaired Driving Plan
- 2.) Submit approval form to p-ericson@ttimail.tamu.edu<mailto:p-ericson@ttimail.tamu.edu> by COB, THURSDAY, June 18, 2015

Detailed Explanation:

There are two items attached with this email: the revised version of Impaired Driving Plan and an approval form. This version of the plan includes revisions made during the last TF meeting in May, as well as those submissions received after the TF meeting.

Please review the plan, and if you agree/approve of the plan, please submit the approval form back to us. Because of some tight deadlines, we are requesting that you submit approval of the form by COB this Thursday, June 18. We realize this deadline doesn't allow for much time to review the plan, but we must receive approval forms by this time.

If you have any difficulties with sending the approval form, please email p-ericson@ttimail.tamu.edu<mailto:p-ericson@ttimail.tamu.edu> .

Thank you for your attention and understanding, Paige

Paige Ericson
Research Associate
Center for Transportation Safety
Texas A&M Transportation Institute
2929 Research Parkway
3135 TAMU | College Station, TX 77843-3135 Tel 979.845.1688 | Fax
979.845.4872 <http://tti.tamu.edu><<http://tti.tamu.edu/>>

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Jason Arnold

Date: 2015-06-15 17:13:28

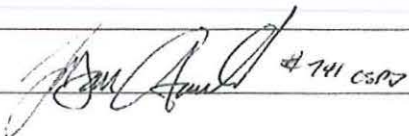
Agency/Organization: College Station Police Department

Position/Title: Police Officer

I, Jason Arnold, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  # 741 CSPD

Print Form

Submit by E-mail



FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Bobbi Brooks, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Mindy Carroll, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Mindy Carroll
DN: cn=Mindy Carroll, o=TABC, ou=EPD,
email=mindy.carroll@tabc.texas.gov, c=US
Date: 2015.06.16 12:34:41 -05'00'

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Rob Daniel

Date: 2015-06-19 09:59:30

Agency/Organization: Texas Justice Court Training Center

Position/Title: Program Attorney

I, Rob Daniel, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Looks great!

Electronic Signature: **Rob Daniel**
Digitally signed by Rob Daniel
DN: cn=Rob Daniel, o=TJCTC, ou, email=rd48@txstate.edu, c=US
Date: 2015.06.17 17:02:41 -05'00'

Print Form

Submit by E-mail

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016
Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Laura Dean Mooney, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, M. E. DENNIS, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

[Print Form](#)

[Submit by E-mail](#)

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, William Diggs Jr., am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

[Print Form](#)

[Submit by E-mail](#)

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Holly Doran

Date: 2015-06-15 17:13:28

Agency/Organization: Texas Center for the
Judiciary

Position/Title: TxDOT Program Director

I, Holly Doran, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Holly Doran

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Christopher Drucker

Date: 2015-06-19 10:00:08

Agency/Organization: Department of State Health Services

Position/Title: Branch Manager

I, Christopher Drucker, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

christopher.drucker@dshs.texas.gov
Digitally signed by christopher.drucker@dshs.texas.gov
DN: cn=christopher.drucker@dshs.texas.gov
Date: 2015.06.16 10:41:34 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Tyler Dunman, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Tyler Dunman
Date: 2015.06.16 08:32:21 -05'00'

[Print Form](#)

[Submit by E-mail](#)

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Maghan Ellington, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Maghan Ellington
DN: cn=Maghan Ellington, o=Texas Municipal Police Association, ou=Texas Standardized Field
Sobriety Testing (SFST) and DWI Detection Program, email=maghan.ellington@tmbpa.org, c=US
Date: 2015.06.16 13:00:58 -0500

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Paige Ericson, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



[Print Form](#)

[Submit by E-mail](#)

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Jon Graber

Date: 2015-06-19 10:00:23

Agency/Organization: TTI

Position/Title: Research Associate

I, Jon Graber, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Jonathan Graber**
Digitally signed by Jonathan Graber
DN: cn=Jonathan Graber, o, ou, email=j-graber@ttima.tamu.edu, c=US
Date: 2015.06.18 09:34:31 -0500

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Jaime Gutierrez

Date: 2015-06-18 14:59:57

Agency/Organization: MADD

Position/Title: State Executive Director

I, Jaime Gutierrez, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

I approve the Tx. Impaired Driving Plan with no changes at this time.

Electronic Signature: Jaime Gutierrez

Print Form

Submit by E-mail



Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Sarah Hammond

Date: 2015-06-19 10:00:39

Agency/Organization: Texas A&M Transportation Institute

Position/Title: Assistant Research Specialist

I, Sarah Hammond, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Sarah Hammond** Digitally signed by Sarah Hammond
Date: 2015.06.17 16:57:14 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Todd Jermstad, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Cindy Kovar

Date: 2015-06-19 11:00:27

Agency/Organization: AgriLife BVIPC

Position/Title: Program Coordinator II

I, Cindy Kovar, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

C. Kovar

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Jim Kuboviak, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Jim Kuboviak
DN: cn=Jim Kuboviak, o=LEMMI, ou, email=kuboviak@lemvi.com, c=US
Date: 2015.06.16 20:28:25 -0500

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Hope Lochridge

Date: 2015-06-19 10:00:55

Agency/Organization: Texas Municipal Courts Education Center

Position/Title: Executive Director

I, Hope Lochridge, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Hope Lochridge**
Digitally signed by Hope Lochridge
DN: cn=Hope Lochridge, o=TMCEC, ou=TMCEC, email=hope@tmcec.com,
c=US
Date: 2015.06.17 10:46:45 -0500

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, R.Mabe, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Richard Mabe
DN: cn=Richard Mabe, o=Austin Police Department, ou=DWI Enforcement
Unit, email=richard.mabe@austintexas.gov, c=US
Date: 2015.06.16 07:02:14 -05'00'

[Print Form](#)

[Submit by E-mail](#)

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Cecelia P Marquart, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Cecelia P. Marquart

[Print Form](#)

[Submit by E-mail](#)

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

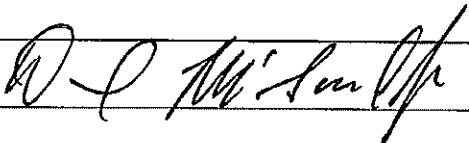
I, David McGarah, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

The Report looks great

Electronic Signature:



[Print Form](#)

[Submit by E-mail](#)

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Laurie Nuamann

Date: 2015-06-19 10:01:19

Agency/Organization: Strengthening Families, Texas A&M AgriLife

Position/Title: Program Coordinator

I, Laurie Nuamann, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Laurie Nuamann**
Digitally signed by Laurie Nuamann
DN: cn=Laurie Nuamann, o, ou, email=laurie.nuamann@ag.tamu.edu, c=US
Date: 2015.06.18 09:49:20 -05'00'

Print Form

Submit by E-mail



Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Terry A. Pence

Date: 2015-06-18 08:09:38

Agency/Organization: Texas Department of Transportation

Position/Title: Traffic Safety Director

I, Terry A. Pence, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: 

Print Form

Submit by E-mail



TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016
Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Jena Prescott

Date: 2015-06-19 10:01:31

Agency/Organization: TTI

Position/Title: Program Coordinator

I, Jena Prescott, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Jena Prescott**
Digitally signed by Jena Prescott
DN: cn=Jena Prescott, o=Texas A&M Transportation Institute, ou, email=j-prescott@tti.tamu.edu, c=US
Date: 2015.06.16 09:32:24 -0500

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Nancy Pryor, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Nancy Pryor
DN: cn=Nancy Pryor, o=Texans Standing Tall, ou=Program Coordinator,
email=npryor@texansstandingtall.org, c=US
Date: 2015.06.16 09:04:10 -05'00'



Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Sherri Robelia

Date: 2015-06-19 10:01:45

Agency/Organization: TxDOT

Position/Title: Traffic Safety Specialist

I, Sherri Robelia, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Sherri Robelia**
Digitally signed by Sherri Robelia
DN: cn=Sherri Robelia, o=Texas Department of Transportation, ou=Traffic Safety Specialist, email=sherri.robelia@txdot.gov, c=US
Date: 2015.06.17 12:43:27 -05'00'

Print Form

Submit by E-mail



Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Lisa Robinson, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Lisa Robinson
DN: cn=Lisa Robinson, o=National Safety Council, ou,
email=lisa.robinson@nsc.org, c=US
Date: 2015.06.15 22:31:20 -0500

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Shalandra Rogers

Date: 2015-06-19 10:01:59

Agency/Organization: TxDOT

Position/Title: Program Manager

I, Shalandra Rogers, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
I do not approve of the Texas Impaired Driving Plan.

Explanation:

Empty box for explanation text.

Electronic Signature: Shalandra Rogers
Digitally signed by Shalandra Rogers
DN: cn=Shalandra Rogers, o=Texas Department of Transportation, ou=Traffic Operations Division-Traffic Safety, email=shalandra.rogers@tdot.gov, c=US
Date: 2015.06.16 09:38:53 -0500

Print Form

Submit by E-mail



Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Frank Saenz, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Frank Saenz
DN: cn=Frank Saenz, o=TxDOT, ou=Traffic Operations,
email=frank.saenz@txdot.gov, c=US
Date: 2015.06.17 11:37:00 -05'00'

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Nina Jo Saint, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

[Print Form](#)

[Submit by E-mail](#)

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Gloria Souhami

Date: 2015-06-16 13:21:00

Agency/Organization: Travis County Attorney Office
Impaired Driving Prevention
Program

Position/Title: Program Director

I, _____, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Gloria Souhami

[Print Form](#)

[Submit by E-mail](#)



From: Jason Summers [mailto:jsummers@cstx.gov]
Sent: Wednesday, June 17, 2015 7:07 PM
To: Ericson, Paige
Subject: Re: Reminder -- Approval Requested: Impaired Driving Plan

i approve, but have a difficulty with the electronic signature portion of the form.

Jay Summers

From: Ericson, Paige
Sent: Monday, June 15, 2015 5:33 PM
To: frank.saenz@txdot.gov
Cc: Walden, Melissa
Subject: Impaired Driving Plan - Requesting Approval
Importance: High

Task Force Members –

Summary:

- 1.) Review the attached Impaired Driving Plan
- 2.) Submit approval form to p-ericson@ttimail.tamu.edu by **COB, THURSDAY, June 18, 2015**

Detailed Explanation:

There are two items attached with this email: the revised version of Impaired Driving Plan and an approval form. This version of the plan includes revisions made during the last TF meeting in May, as well as those submissions received after the TF meeting.

Please review the plan, and if you agree/approve of the plan, please submit the approval form back to us. Because of some tight deadlines, we are requesting that you submit approval of the form by **COB this Thursday, June 18**. We realize this deadline doesn't allow for much time to review the plan, but we must receive approval forms by this time.

If you have any difficulties with sending the approval form, please email p-ericson@ttimail.tamu.edu.

Thank you for your attention and understanding,
Paige

Paige Ericson
Research Associate
Center for Transportation Safety
Texas A&M Transportation Institute

2929 Research Parkway
3135 TAMU | College Station, TX 77843-3135
Tel 979.845.1688 | Fax 979.845.4872
<http://tti.tamu.edu>

TTI | Saving Lives, Time & Resources

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016
Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

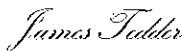
Name: Date:

Agency/Organization: Position/Title:

I, James Tedder, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by James Tedder
DN: cn=James Tedder, o=Texas Department of Public Safety, ou=Law Enforcement Support, email=James.tedder@dps.texas.gov, c=US
Date: 2015.06.16 15:10:28 -05'00'

[Print Form](#)

[Submit by E-mail](#)

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

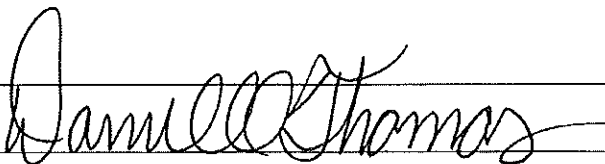
Position/Title:

I, Dannell Thomas, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Kara Thorp

Date: 2015-06-19 10:02:45

Agency/Organization: AAA Texas

Position/Title: Public Affairs Specialist

I, Kara Thorp, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Kara Thorp
Digitally signed by Kara Thorp
DN: cn=Kara Thorp, o=AAA Texas, ou=Public Affairs, email=thorp.kara@aaa-texas.com, c=US
Date: 2015.06.17 14:18:40 -05'00'

Print Form

Submit by E-mail

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Melissa Walden, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Digitally signed by Melissa Noggle Walden
DN: cn=Melissa Noggle Walden, o=Texas A&M Transportation Institute,
ou=Center for Transportation Safety, email=mwalden@tamu.edu, c=US
Date: 2015.06.19 09:14:39 -05'00'

Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Troy D Walden, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Troy D Walden
DN: cn=Troy D Walden, o=Texas A&M Transportation Studies, ou=Center for Alcohol and Drug Education Studies, email=t-walden@tmail.tamu.edu, c=US
Date: 2015.06.19 09:23:03 -05'00'

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Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Beth Wammack

Date: 2015-06-18 16:41:44

Agency/Organization: GDC marketing, Ideation

Position/Title: Chief Operating Officer

I, Beth Wammack, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Beth Wammack

Print Form

Submit by E-mail



Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Laura A. Weiser, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Digitally signed by Laura A. Weiser
DN: cn=Laura A. Weiser, o=Texas Center for the Judiciary, ou=Judicial Resource Liaison, email=lweiser@yourhonor.com, c=US
Date: 2015.06.17 10:42:59 -05'00'

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016
Texas Impaired Driving Task Force

FY 15 Texas Impaired Driving Plan Review/Approval Form

Name: Dan Worley

Date: 2015-06-19 10:03:29

Agency/Organization: Baylor Scott and White Hillcrest Medical Center

Position/Title: Program Coordinator

I, Dan Worley, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Dan Worley**
Digitally signed by Dan Worley
DN: cn=Dan Worley, o=Baylor Scott and White Hillcrest Medical Center,
ou=Trauma Services Texas RED Program, email=dworley@sw.org, c=US
Date: 2015.06.18 09:48:25 -0500

Print Form

Submit by E-mail



PART 5: Motorcycle Safety and Awareness

SECTION 405 (f) ATTACHMENTS

Attachment 5.1: Texas Transportation Code Chapter 662

Texas Title 7: Vehicles and Traffic.

- Sec. 662.001 – Designated State Agency
- Sec. 662.002 – Purpose of Program; Curriculum
- Sec. 662.003 – Program Director
- Sec. 662.004 – Motorcycle Safety Coordinator
- Sec. 662.005 – Contracts
- Sec. 662.006 – Unauthorized Training Prohibited
- Sec. 662.007 – Fee for Course
- Sec. 662.008 – Denial, Suspension, or Cancellation of Approval
- Sec. 662.009 – Rules
- Sec. 662.010 – Non-applicability of Certain Other Law
- Sec. 662.011 – Motorcycle Education Fund Account
- Sec. 662.012 – Reports

TITLE 7. VEHICLES AND TRAFFIC

SUBTITLE G. MOTORCYCLES AND OFF-HIGHWAY VEHICLES

CHAPTER 662. MOTORCYCLE OPERATOR TRAINING AND SAFETY

Sec. 662.001. DESIGNATED STATE AGENCY. The governor shall designate a state agency to establish and administer a motorcycle operator training and safety program.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 662.002. PURPOSE OF PROGRAM; CURRICULUM. (a) The purpose of the motorcycle operator training and safety program is:

(1) to make available to motorcycle operators:

(A) information relating to the operation of motorcycles; and

(B) courses in knowledge, skills, and safety relating to the operation of motorcycles; and

(2) to provide information to the public on sharing roadways with motorcycles.

Text of subsection as amended by Acts 2013, 83rd Leg., R.S., Ch.
1111 (H.B. 3838), Sec. 5

(b) The program:

(1) shall contain information regarding operating a motorcycle while carrying a passenger; and

(2) may include curricula developed by the Motorcycle Safety Foundation.

Text of subsection as amended by Acts 2013, 83rd Leg., R.S., Ch.
1336 (S.B. 763), Sec. 2

(b) The program shall include curricula approved by the state agency administering the program.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Amended by:

Acts 2013, 83rd Leg., R.S., Ch. 1111 (H.B. 3838), Sec. 5, eff.

September 1, 2013.

Acts 2013, 83rd Leg., R.S., Ch. 1336 (S.B. 763), Sec. 2, eff. September 1, 2013.

Sec. 662.003. PROGRAM DIRECTOR. The designated state agency shall employ as program director a person who is certified as a chief instructor by the Motorcycle Safety Foundation.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 662.004. MOTORCYCLE SAFETY COORDINATOR. (a) The designated state agency shall employ a motorcycle safety coordinator.

(b) The coordinator shall supervise the motorcycle operator training and safety program and shall determine:

- (1) locations at which courses will be provided;
- (2) fees for the courses;
- (3) qualifications for instructors;
- (4) instructor certification requirements; and
- (5) eligibility requirements for program sponsors.

(c) The program must include instructor certification requirements developed by the Motorcycle Safety Foundation.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 662.005. CONTRACTS. The designated state agency may license or contract with qualified persons to administer or operate the motorcycle operator training and safety program.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 662.006. UNAUTHORIZED TRAINING PROHIBITED. (a) A person may not offer or conduct training in motorcycle operation for consideration unless the person is licensed by or contracts with the designated state agency.

(b) A person who violates Subsection (a) commits an offense. An offense under this subsection is a Class B misdemeanor, except that the offense is a Class A misdemeanor if it is shown on the trial of the offense that the defendant has been previously convicted of an offense under this section.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Amended by:

Acts 2013, 83rd Leg., R.S., Ch. 1111 (H.B. 3838), Sec. 6, eff. September 1, 2013.

Acts 2013, 83rd Leg., R.S., Ch. 1336 (S.B. 763), Sec. 3, eff. September 1, 2013.

Sec. 662.007. FEE FOR COURSE. A person may charge, for a course under the motorcycle operator training and safety program, a fee that is reasonably related to the costs of administering the course.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 662.008. DENIAL, SUSPENSION, OR CANCELLATION OF APPROVAL. (a) The designated state agency may deny, suspend, or cancel its approval for a program sponsor to conduct or for an instructor to teach a course offered under this chapter if the applicant, instructor, or sponsor:

(1) does not satisfy the requirements established under this chapter to receive or retain approval;

(2) permits fraud or engages in a fraudulent practice with reference to an application to the agency;

(3) induces or countenances fraud or a fraudulent practice by a person applying for a driver's license or permit;

(4) permits fraud or engages in a fraudulent practice in an action between the applicant or license holder and the public; or

(5) fails to comply with rules of the state agency.

(b) Following denial, suspension, or cancellation of the approval of a program sponsor or an instructor, notice and opportunity for a hearing must be given as provided by:

(1) Chapter 2001, Government Code; and

(2) Chapter 53, Occupations Code.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995. Amended by Acts 2001, 77th Leg., ch. 1420, Sec. 14.838, eff. Sept. 1, 2001.

Amended by:

Acts 2013, 83rd Leg., R.S., Ch. 1111 (H.B. 3838), Sec. 7, eff.

September 1, 2013.

Acts 2013, 83rd Leg., R.S., Ch. 1336 (S.B. 763), Sec. 4, eff. September 1, 2013.

Sec. 662.009. RULES. The designated state agency may adopt rules to administer this chapter.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 662.010. NONAPPLICABILITY OF CERTAIN OTHER LAW. Chapter 332, Acts of the 60th Legislature, Regular Session, 1967 (Article 4413(29c), Vernon's Texas Civil Statutes), does not apply to training offered under this chapter.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 662.011. MOTORCYCLE EDUCATION FUND ACCOUNT. (a) Of each fee collected under Sections 521.421(b) and (f) and Sections 522.029(f) and (g), the Department of Public Safety shall send \$5 to the comptroller for deposit to the credit of the motorcycle education fund account.

(b) Money deposited to the credit of the motorcycle education fund account may be used only to defray the cost of administering the motorcycle operator training and safety program.

(c) The comptroller shall report to the governor and legislature not later than the first Monday in November of each even-numbered year on the condition of the account. The report must contain:

(1) a statement of the amount of money deposited to the credit of the account for the year;

(2) a statement of the amount of money disbursed by the comptroller from the account for the year;

(3) a statement of the balance of money in the account;

(4) a list of persons and entities that have received money from the account, including information for each person or entity that shows the amount of money received; and

(5) a statement of any significant problems encountered in administering the account, with recommendations for their solution.

Added by Acts 1997, 75th Leg., ch. 165, Sec. 30.155, eff. Sept. 1, 1997; Acts 1997, 75th Leg., ch. 1156, Sec. 4, eff. Sept. 1, 1997. Amended by Acts 2001, 77th Leg., ch. 657, Sec. 2, eff. Sept. 1, 2001.

Amended by:

Acts 2009, 81st Leg., R.S., Ch. 1391 (S.B. 1967), Sec. 9, eff. September 1, 2009.

Sec. 662.012. REPORTS. (a) The designated state agency shall require each provider of a motorcycle operator training and safety program to compile and forward to the agency each month a report on the provider's programs. The report must include:

(1) the number and types of courses provided in the reporting period;

(2) the number of persons who took each course in the reporting period;

(3) the number of instructors available to provide training under the provider's program in the reporting period;

(4) information collected by surveying persons taking each course as to the length of any waiting period the person experienced before being able to enroll in the course;

(5) the number of persons on a waiting list for a course at the end of the reporting period; and

(6) any other information the agency reasonably requires.

(b) The designated state agency shall maintain a compilation of the reports submitted under Subsection (a) on a by-site basis. The agency shall update the compilation as soon as practicable after the beginning of each month.

(c) The designated state agency shall provide without charge a copy of the most recent compilation under Subsection (b) to any member of the legislature on request.

Added by Acts 2001, 77th Leg., ch. 657, Sec. 3, eff. Sept. 1, 2001.

Attachment 5.2: Texas Administrative Code, Chapter 31

The following summarizes the Texas Standard Motorcycle Rider Coach.

- Approved standards for approved motorcycle operator training course for the State of Texas.

Texas Administrative Code

- TITLE 37** PUBLIC SAFETY AND CORRECTIONS
- PART 1** TEXAS DEPARTMENT OF PUBLIC SAFETY
- CHAPTER** STANDARDS FOR AN APPROVED MOTORCYCLE OPERATOR
- 31** TRAINING COURSE

Rules

- [§31.1](#) Definitions
- [§31.2](#) Contracted Motorcycle Operator Training Site Sponsor
- [§31.3](#) Standard Motorcycle RiderCoach
- [§31.4](#) Student Admission Requirements
- [§31.5](#) Verification of Standard Motorcycle Operator Training Course Completion
- [§31.6](#) Approved Standard Motorcycle Operator Training Course
- [§31.7](#) Motorcycle Requirements
- [§31.8](#) Notice and Hearing Requirements
- [§31.9](#) Suspension
- [§31.10](#) Technical Assistance Visits
- [§31.11](#) Notification of Legal Actions
- [§31.12](#) Licensed Motorcycle Operator Training Sponsor

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Texas Administrative Code

[TITLE 37](#)

PUBLIC SAFETY AND CORRECTIONS

[PART 1](#)

TEXAS DEPARTMENT OF PUBLIC SAFETY

[CHAPTER 31](#)STANDARDS FOR AN APPROVED MOTORCYCLE OPERATOR
TRAINING COURSE

RULE §31.1

Definitions

The following words and terms when used in this chapter have the meanings as detailed in this section, unless the context indicates otherwise.

(1) Advanced motorcycle operator training course--A department approved course of instruction designed to provide experienced motorcyclists with additional skills and knowledge found to be lacking in accident-involved motorcyclists. Satisfactory completion of this course is signified by the issuance of a Texas Department of Public Safety standardized Motorcycle Operator Training Course Completion Card, MSB-8. Courses meeting this description do not meet the training requirement to obtain a motorcycle license.

(2) Basic motorcycle operator training course--A department approved course of instruction designed to teach new or inexperienced motorcyclists basic riding skills and defensive street riding strategies. Satisfactory completion of this course is signified by the issuance of a Texas Department of Public Safety standardized Motorcycle Operator Training Course Completion Card, MSB-8. Courses meeting this description meet the training requirement to obtain a motorcycle license for up to 2 years from the date of issuance.

(3) Contract applicant--A person applying for a contract from the department to provide standard motorcycle operator training courses.

(4) Contracted motorcycle operator training site--An appropriate and safe place where standard motorcycle operator training is conducted by a contracted motorcycle operator training sponsor.

(5) Department--Texas Department of Public Safety. The department is the state agency designated by the governor to establish and administer the motorcycle operator training and safety program.

(6) Intermediate motorcycle operator training course--A department approved course of instruction designed to provide motorcyclists with refresher training to include both basic and advanced riding skills. Satisfactory completion of this course is signified by the issuance of a Texas Department of Public Safety standardized Motorcycle Operator Training Course Completion Card, MSB-8. Courses meeting this description meet the training requirement to obtain a motorcycle license for up to 2 years from the date of issuance.

(7) Instructor preparation course--A department approved course of instruction designed to provide experienced motorcyclists with training to become certified to conduct basic, intermediate, or advanced motorcycle operator courses.

(8) License applicant--A person applying for a license from the department to provide specialized motorcycle operator training.

(9) Licensed motorcycle operator training site--An appropriate and safe place where specialized motorcycle operator training is conducted by a licensed specialized motorcycle operator training sponsor.

(10) Mobile site sponsor--A public or private entity bound by contract to locally administer the motorcycle operator training program in locations serviced by the department's mobile training unit. The department provides the course equipment, material, and instructional staff. In its role as a mobile site sponsor, this entity is not an agent, servant, or employee of the department or the state of Texas.

(11) Motorcycle operator training and safety program--The motorcycle operator training and safety program makes information and courses in knowledge, skills, and safety relating to the operation of motorcycles available to all motorcycle operators in this state. It also provides information to the general public on sharing the roadway with motorcycles.

(12) Motorcycle Safety Unit--An administrative unit within the department assigned with the responsibility for establishing and administering the motorcycle operator training and safety program.

(13) Motorcycle Safety Foundation (MSF)--A national, nonprofit organization whose purpose is to improve the safety of motorcyclists on the nation's streets and highways. The MSF provides programs in rider education, licensing improvement, public information, and research.

(14) Specialized motorcycle safety instructor--An individual who has established sufficient credibility in teaching a form of specialized motorcycle operator training, and is certified and approved by the department to teach such courses through a licensed motorcycle operator training site. This individual must meet the requirements set forth in §31.3 of this title (relating to Motorcycle Safety Instructor). This individual, unless directly employed by the department as a specialized motorcycle safety instructor, is not an agent, servant, or employee of the department or State of Texas.

(15) Specialized motorcycle operator training courses--A department approved intermediate or advanced course of instruction designed to teach knowledge and skills not addressed, or only lightly addressed, in standard motorcycle operator training courses, but considered by the department to be beneficial to public safety. These courses may include, but are not limited to, refresher training, sidecar rigs, towing trailers behind motorcycles, trikes, or sidecar rigs, higher speed street skills taught on race tracks, or courses offered by a particular motorcycle manufacturer. Motorcycle courses taught by law enforcement agencies to law enforcement officers are exempt from licensing under this definition. These courses are offered by entities contracted with or licensed by the department and if satisfactorily completed, earn students the standardized Motorcycle Operator Training Course Completion Card, MSB-8, of which the basic or intermediate course is required to obtain a motorcycle license.

(16) Sponsor--A public or private entity contracted or licensed by the department to provide motorcycle operator training. In its role as a motorcycle operator training sponsor, this entity is not an agent, servant, or employee of the department or the state of Texas.

(17) Motorcycle safety instructor--An individual certified and approved to teach the standard motorcycle operator training courses in Texas through contracted motorcycle operator training sites. This individual must meet the requirements set forth in §31.3 of this title (relating to Motorcycle Safety Instructor). This individual, unless directly employed by the department as a motorcycle safety instructor, is not an agent, servant, or employee of the department or the State of Texas.

(18) Standard motorcycle operator training courses--Department approved basic, intermediate, or advanced courses, or motorcycle safety instructor preparation courses. These courses may not include

information specific to any particular motorcycle brand, manufacturer, distributor, or dealership. These courses are offered by entities contracted with or licensed by the department and if satisfactorily completed, earn students the standardized Motorcycle Operator Training Course Completion Card, MSB-8, of which the basic or intermediate course is required to obtain a motorcycle license.

Source Note: The provisions of this §31.1 adopted to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747; amended to be effective November 9, 2014, 39 TexReg 8596

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TRAINING COURSE

RULE §31.2

Contracted Motorcycle Operator Training Sponsor

(a) A person may not offer or conduct training in motorcycle operation for consideration unless the person is licensed by, or contracts with the designated state agency.

(b) To qualify for authorization, a sponsor must be approved by the department. The department may deny approval unless a sponsor applicant agrees to provide the training courses in accordance with the department's rules, policies, procedures, and approved curricula. A sponsor applicant must:

(1) meet the current driving record evaluation standards established by the Texas Department of Public Safety for school bus drivers pursuant to Texas Transportation Code, §521.022 by supplying a certified copy of an out-of-state driving history if requested;

(2) meet the current minimum criminal history requirement pursuant to subsection (e) of this section.

(c) Approval for a contract will be denied unless a sponsor applicant demonstrates the capacity to register students, collect and account for tuition and state reimbursements as appropriate, arrange public notice of courses, provide required insurance coverage and make all necessary insurance premium payments, provide use agreement(s), submit and maintain all required records, and contract with, schedule, and compensate department approved instructors as appropriate and within a reasonable amount of time not to exceed 45 days.

(d) All contract applicants wishing to offer standard motorcycle operator training must submit a written request to the department.

(1) The request must state the type of training to be offered (basic, intermediate, advanced, and/or instructor preparation courses).

(2) All contract applicants must have access to a riding area for on-cycle training that is:

(A) a paved surface, including asphalt, concrete, or other all weather surface of suitable traction; and

(B) large enough to safely accommodate any motorcycle training range approved by the department, as flat as possible, secure from vehicular and pedestrian traffic, and free of surface hazards and obstacles.

(3) All contract applicants with permanent sites must also have access to:

(A) a secure storage area to physically and environmentally protect training motorcycles and other course equipment;

(B) a classroom, not located in a private residence, that is large enough to seat all students and

instructors comfortably and that contains at least one adequate desk or equivalent seating and writing surface for each student, and at least one instructor's desk, table, or podium;

(C) audiovisual presentation equipment for the classroom, including a chalkboard or equivalent; and

(D) a first aid kit and at least one five-pound Class ABC fire extinguisher, or equivalent, for the riding area.

(4) All contract applicants must abide by the Texas Sponsor Rules of Professional Conduct.

(e) The department may deny, suspend, or cancel its approval for a program sponsor to conduct a course or for an instructor to teach courses offered under this section if:

(1) the applicant, sponsor, or instructor does not satisfy the requirements of subsections (a), (b), and (c) of this section;

(2) is convicted under the laws of this state, another state, or the United States, of any felony or offense involving moral turpitude, tampering with a governmental record, driving while intoxicated, or driving under the influence of drugs, or an offense committed as a result of the person's criminally negligent operation of a motor vehicle;

(A) These particular crimes relate to conducting and teaching courses because the sponsor and instructor are required to be of good reputation, character, and moral conduct, to deal honestly with members of the public, keep records on behalf of the department, and to recognize the importance of, encourage, and practice safe driving and riding techniques.

(B) A conviction for an offense other than a felony will not be considered by the department, under this subsection, if a period of more than 5 years has elapsed since the date of the conviction or of the release of the person from the confinement or supervision imposed for that conviction, whichever is the later date.

(C) For the purposes of this section, a person is convicted of an offense when an adjudication of guilt on an offense is entered against the person by a court of competent jurisdiction, whether or not the sentence is subsequently probated and the person is discharged from probation.

(3) cannot provide sufficient information and documentation to enable the department to evaluate or reevaluate the applicant's request for approval;

(4) knowingly presents or allows to be presented to the department any false or misleading information relating to a request for approval;

(5) permits or engages in any fraud or fraudulent practice concerning an application or, in any action between the applicant or licensee and the public, induces or countenances any fraud or fraudulent practice on the part of an applicant for a driver license or learner license;

(6) knowingly or recklessly disregards or fails to comply with any departmental rule, written policy, or written procedure regarding the motorcycle operator training program; or

(7) knowingly allows an instructor to give, or a student to receive, classroom or riding instruction if either exhibits any evidence of or effects from an alcoholic beverage, controlled substance, or drug as defined in Texas Penal Code, §49.01 et seq.

(f) In determining the present fitness of a person who has been convicted of a crime and in determining whether a criminal conviction is directly related to an occupation, the department shall consider those factors stated in Texas Occupations Code, Chapter 53.

(g) The department may construe any probation or conviction which is for a criminal offense arising from a penal provision from another state, federal, military, or foreign jurisdiction to be its closest equivalent under the penal provisions of this state.

(h) The department may cancel its approval if:

(1) it was based on false or incorrect information or mistake, such as clerical or other nonsubstantive errors by either party; or

(2) if the discrepancy causing the suspension under these administrative rules has not been corrected within the time limit prescribed by a suspension; or

(3) any offense involving tampering with a government record or driving while intoxicated where the offense occurred within the previous 5 years.

(i) Each sponsor may designate a program manager to be responsible for signing any forms required of the sponsor not including a department contract. Any person with program responsibilities must meet the same qualification requirements as a sponsor, this includes but is not limited to all owners, partners regardless if considered a silent partner and stockholders of sponsoring entity.

(j) If the sponsor is an organization, that organization may designate one of its members as the program manager. If the sponsor is an individual, that person shall also be the program manager.

(k) The control of the sponsor is considered to have changed:

(1) in the case of sole proprietorship, when more than 50% of the controlling interest has been sold or transferred;

(2) in the case of a partnership or a corporation, when more than 50% of the controlling interest has been sold or transferred; or

(3) when the board of directors, officers, shareholders, or similar governing body has been changed to such an extent as to significantly alter the management and control of the sponsor.

(l) When control of the sponsor has changed, as outlined in subsection (j) of this section, the sponsor must notify the department. The contract will then be canceled and renegotiated through the appropriate rules and regulations.

Source Note: The provisions of this §31.2 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective October 24, 1996, 21 TexReg 10220; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.3

Motorcycle Safety Instructor

(a) A person may not instruct or offer instruction in motorcycle operation to the public for a consideration without authorization from the department.

(b) To qualify for authorization, an instructor must be approved by the department. The department may deny approval unless an instructor applicant agrees to teach the training courses in accordance with the department's rules, policies, procedures, and approved curricula. An instructor applicant must:

- (1) hold a current certification for the curriculum for which they are applying:
 - (A) Standard motorcycle safety instructor; or
 - (B) Specialized motorcycle safety instructor.
- (2) be a high school graduate or possess a valid GED;
- (3) possess a current, valid unrestricted Texas motorcycle license or an equivalent license from the applicant's state of residence for at least 2 years;
- (4) be a licensed driver for at least 5 years;
- (5) meet the current driving record evaluation standards established by the Texas Department of Public Safety for school bus drivers pursuant to Texas Transportation Code, §521.022 by supplying a certified copy of an out-of-state driving history if requested;
- (6) meet the current minimum criminal history requirement pursuant to §31.2(e) of this title (relating to Contracted Motorcycle Operator Training Sponsor);
- (7) must possess a current first aid and adult CPR certification. Training courses must be attended in person and provide hands-on skills practice. Courses will only be accepted from providers that meet or exceed the curriculum standards of the American Red Cross, the American Heart Association, the Department of Transportation, or the National Highway Traffic Safety Administration;
- (8) be free from addiction to alcoholic beverages or drugs;
- (9) be physically competent to conduct classroom and on-cycle instruction, including technically correct riding demonstrations; and
- (10) must abide by the Texas Instructor Rules of Professional Conduct.

(c) An applicant for approval to instruct an advanced motorcycle operator training course must meet all the requirements to instruct as identified in subsection (a) of this section, plus attend a department-

approved curriculum update, and be able to perform technically correct riding demonstrations on his or her personal motorcycle.

(d) The department may deny or suspend its approval if the instructor fails to meet or continue to meet the requirements of subsections (a) and (b) of this section or if the instructor, as an individual, fails to meet or continue to meet the requirements of §31.2(c) of this title (relating to Contracted Motorcycle Operator Training Sponsor).

(e) The department may cancel its approval if:

(1) it was based on false or incorrect information or mistake; or

(2) the discrepancy causing the suspension under §31.2 of this title (relating to Contracted Motorcycle Operator Training Sponsor), §31.3 of this title (relating to Motorcycle Safety Instructor), §31.4 of this title (relating to Student Admission Requirements), §31.5 of this title (relating to Verification of Motorcycle Operator Training Course Completion), §31.6 of this title (relating to Approved Standard Motorcycle Operator Training Courses), and §31.7 of this title (relating to Motorcycle Requirements) has not been corrected within the time limit prescribed by a suspension.

(f) An instructor approved by the department shall teach both the classroom and on-cycle phases of the courses for which the approval was granted. Upon department request, the instructor shall be observed by a department appointed evaluator to ensure quality training courses are offered. The evaluator will use the same pass/fail criteria as is utilized to evaluate the student teaching portion of the approved instructor preparation course.

(g) Instructors approved by the department may not:

(1) give instructions or allow a student to receive instruction in motorcycle safety if either the instructor or student is using or exhibits any evidence of effect from an alcoholic beverage, controlled substance, or drug as defined in Texas Penal Code, §49.01 et seq.; or

(2) complete, issue, or validate a certificate of course completion to a person who has not successfully completed the course. A period of absence for any portion of scheduled course instruction will require that student repeat that portion of instruction prior to issuance of the certificate of completion.

Source Note: The provisions of this §31.3 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective October 24, 1996, 21 TexReg 10220; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.4

Student Admission Requirements

(a) Basic motorcycle operator training courses are open to any person who is:

- (1) physically and mentally capable of being licensed in Texas as a motorcycle operator; and
- (2) at least 15 years old on the day the course begins.

(b) A person who is 15 years old but is less than 18 years old may not enroll into a basic motorcycle operator training course unless he or she can present the proper driver education form verifying successful completion of the classroom portion phase of driver education, has a Class C learner license or an unrestricted Class C, or higher, driver license.

(c) A person who is 18 years old or older may not enroll into a basic motorcycle operator training course unless he or she has a picture identification to confirm his or her identity.

(d) Intermediate motorcycle training courses are restricted to persons who are 18 years or older on the day the course begins. For courses that require students to provide his or her own motorcycle, the motorcycle must meet the requirements of §31.7 of this title (relating to Motorcycle Requirements).

(e) Advanced motorcycle operator training courses are restricted to individuals with a current motorcycle (Class M) driver license. Each student must provide his or her own motorcycle that meets the requirements of §31.7 of this title (relating to Motorcycle Requirements).

Source Note: The provisions of this §31.4 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 10, 2000, 25 TexReg 4192; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.5

Verification of Motorcycle Operator Training Course Completion

(a) The sponsor will issue a Standardized Motorcycle Operator Training Course Completion Card, MSB-8 to all students who have successfully completed a department approved motorcycle operator training course as outlined in §31.6 of this title (relating to Approved Standard Motorcycle Operator Training Courses).

(1) A MSB-8 indicating completion of the department approved basic motorcycle operator training course, is issued to verify that a student age 15 or over has successfully completed the training requirements for a motorcycle driver license.

(2) A MSB-8, indicating completion of a department approved intermediate motorcycle operator training course is issued to verify that a student age 18 or over has successfully completed the training requirement for a motorcycle driver license.

(3) A MSB-8, indicating completion of the department approved advanced motorcycle operator training course, will be issued by the course sponsor to every student completing the approved advanced motorcycle operator training course.

(b) The department will accept only an official MSB-8 with the signature of a department approved instructor or designated school official. Photocopies will not be accepted.

(c) A MSB-8 with an issuance date of over 2 years will not be accepted for the training requirement of a motorcycle license.

Source Note: The provisions of this §31.5 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective August 11, 1995, 20 TexReg 5617; amended to be effective October 24, 1996, 21 TexReg 10220; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.6

Approved Standard Motorcycle Operator Training Course

(a) Except as modified by subsection (c) of this section, the department adopts the educational, safety, and instructor standards for the Motorcycle Safety Foundation's (MSF) basic, intermediate, and advanced motorcycle operator training and instructor preparation courses.

(b) Approved course curricula are available for inspection at the department's Austin headquarters.

(c) In addition to these curricula requirements, the minimum standards for motorcycle operator training courses include the items detailed in this subsection:

(1) The student to instructor ratio for the basic and advanced course classroom instruction may not exceed 36 students per instructor.

(2) The student to instructor ratio for on-cycle instruction may not exceed six students per instructor until the instructor has taught more than six courses. Once this has occurred and the instructor has requested in writing and received written permission from the department, they may teach up to eight students alone. In no case will there be more than 12 students on the range at any given time.

(3) The department may change these ratios on a case-by-case basis when such change is justified after considering the available facilities, the safety of the students and instructor(s), and the efficient conduct of the course.

(4) A separate motorcycle must be available for each individual student during all on-cycle instruction.

(d) All participants and instructors must wear protective gear when participating in the on-cycle portion of the course. The minimum protective gear includes:

(1) a motorcycle helmet that meets Department of Transportation standards;

(2) eye protection;

(3) over-the-ankle, sturdy footwear (not cloth, canvas, etc.);

(4) long-sleeved shirt or jacket;

(5) long, non-flare denim pants or equivalent; and

(6) full-fingered gloves, preferably leather.

Source Note: The provisions of this §31.6 adopted to be effective April 20, 1993, 18 TexReg 2301;

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amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 10, 2000, 25 TexReg 4192; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.7

Motorcycle Requirements

(a) A motorcycle must be rejected for use by the instructor if it fails to meet the requirements of this section or if, in the discretion of the instructor, the motorcycle is unsafe or inappropriate for the rider, an instructor, another student, or any other person permitted in the riding area. A motorcycle may be deemed unsafe because of modification, damage, lack of maintenance, nonstandard configuration, or any other substantial safety reason.

(b) Student-owned motorcycles used in the basic, intermediate, or advanced motorcycle operator training courses must:

- (1) meet all the requirements for operation on public highways;
- (2) have proof of adequate insurance coverage available for inspection by an instructor; and
- (3) pass a safety inspection conducted by the instructor.

(c) A student may use a borrowed motorcycle if the student can show written permission from the owner to use the motorcycle in the course and if it meets the requirements of paragraphs (1), (2), and (3) of subsection (b).

(d) A student electing to use a personal or borrowed motorcycle in the basic motorcycle operator training course must sign a waiver form stating that they accept all liability for damages caused by, or to the vehicle.

(e) A motorcycle provided by a sponsor for use in the basic motorcycle operator training course must meet a minimum of two of the three criteria detailed in this subsection based on the original equipment manufacturer's specifications without modifications:

- (1) an engine displacement of 500cc or less;
- (2) an unladen weight of 400 pounds or less; or,
- (3) a seat height of 30 inches or less.

(f) Motorcycles on loan to sponsors from the department for use in the basic motorcycle operator training course, if deemed unsafe, may be required to be returned to the department.

(g) Sponsors may not provide a training motorcycle or riding gear to a student for use in the advanced motorcycle operator training course. If a sponsor provides a motorcycle to a student for use in the basic motorcycle operator training course, the motorcycle:

- (1) must meet the safety requirements of subsection (a) and subsection (b) of this section; and
- (2) may, but is not required to, be registered, inspected, or insured for operation on public highways.
- (h) Motorcycles, trikes, sidecar rigs, or any other combinations of motorcycle equipment used in specialized motorcycle training courses must be in safe operating condition, as determined by the instructor, at the time of use.

Source Note: The provisions of this §31.7 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.8

Notice and Hearing Requirements

Following a denial, suspension, or cancellation of the approval of a program sponsor or an instructor, notice and opportunity for hearing must be given as provided by Texas Government Code, Chapter 2001, Texas Occupations Code, Chapter 53, and 1 TAC §155.401 (relating to Notice of Hearing).

Source Note: The provisions of this §31.8 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.9

Suspension

The term of suspension under §31.2 of this title (relating to Contracted Motorcycle Operator Training Sponsor), §31.3 of this title (relating to Motorcycle Safety Instructor), and §31.12 of this title (relating to Licensed Motorcycle Operator Training Sponsor) may not exceed 1 year. The term of suspension may be reduced by the Motorcycle Safety Unit Coordinator if corrective actions have been taken and the reason for suspension no longer exists. If the reason for suspension still exists at the end of the suspension period, the suspension automatically elevates to cancellation of approval.

Source Note: The provisions of this §31.9 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 10, 2000, 25 TexReg 4192 ; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.10

Technical Assistance Visits

(a) To ensure quality training courses are offered statewide, Technical Assistance Visits (TAV) will be scheduled and conducted at each of the contracted permanent motorcycle operator training program sites. During the TAV, the focus will be on the quality of the information presented and the sponsor and/or instructors adherence to requirements outlined in §31.2 of this title (relating to Contracted Motorcycle Operator Training Sponsor), §31.3 of this title (relating to Motorcycle Safety Instructor), §31.4 of this title (relating to Student Admission Requirements), §31.5 of this title (relating to Verification of Standard Motorcycle Operator Training Course Completion), §31.6 of this title (relating to Approved Standard Motorcycle Operator Training Courses), and §31.7 of this title (relating to Motorcycle Requirements).

(b) The TAV will be conducted by department personnel or by persons contracted by the department to perform them.

(c) While conducting the TAV, the evaluator will observe the instructor using the same pass/fail criteria as is utilized to evaluate the student teaching portion of the approved instructor preparation course. Based on observations, the evaluator will provide the instructor with suggestions to improve his/her curriculum presentations. Instructors not meeting the requirements of the approved criteria and unwilling to accept and adopt suggestions for improvement will be suspended as outlined in §31.3 of this title (relating to Motorcycle Safety Instructor). Remedial actions necessary to remove the suspension will be determined by the Motorcycle Safety coordinator and may include, but are not limited to:

- (1) attending a department sponsored instructor curriculum refresher course;
- (2) attending all or portions of a department sponsored instructor preparation course; or
- (3) present an entire course under the supervision of a Motorcycle Safety Unit staff member, an approved instructor trainer, or other individual expressly designated by the department to perform such duties.

(d) A department representative may observe specialized motorcycle operator training sites, courses, and trainers for adherence to generally accepted instructional quality and safety practices relative to the type of specialized training for which a license has been issued. Licensed sponsors of specialized motorcycle operator training must provide department representatives access to their sites and instructors for such observations.

Source Note: The provisions of this §31.10 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective April 15, 1997, 22 TexReg 3305; amended to be effective May 10, 2000, 25

TexReg 4192; amended to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.11

Notification of Legal Actions

All sponsors shall notify the Motorcycle Safety Unit with the details of any legal action which has been filed against the sponsor, its officers, or its contracted instructors within 30 days of such action. Failure to notify the department within 30 days is cause for suspension of contract or license.

Source Note: The provisions of this §31.11 adopted to be effective April 20, 1993, 18 TexReg 2301; amended to be effective May 10, 2000, 25 TexReg 4192; amended to be effective November 9, 2014, 39 TexReg 8596

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RULE §31.12

Licensed Motorcycle Operator Training Sponsor

(a) A person may not offer or conduct training in motorcycle operation for consideration unless the person is licensed by, or contracts with the designated state agency.

(b) To qualify for authorization, a sponsor must be approved by the department. The department may deny approval unless a sponsor applicant agrees to provide the training courses in accordance with the department's rules, policies, procedures, and approved curricula. A sponsor applicant must:

(1) meet the current driving record evaluation standards established by the Texas Department of Public Safety for school bus drivers pursuant to Texas Transportation Code, §521.022 by supplying a certified copy of an out-of-state driving history if requested;

(2) meet the current minimum criminal history requirement pursuant to subsection (h) of this section.

(c) Approval for a license will be denied unless a sponsor applicant demonstrates the capacity to register students, collect and account for tuition and state reimbursements as appropriate, arrange public notice of courses, provide required insurance coverage and make all necessary insurance premium payments, provide use agreement(s), submit and maintain all required records, and contract with, schedule, and compensate department approved instructors, as appropriate and within a reasonable amount of time not to exceed 45 days.

(d) An entity wishing to offer specialized motorcycle operator training must submit a written request to the department.

(1) The request must state whether basic, intermediate, or advanced motorcycle operator training or instructor preparation courses are being offered;

(2) the perceived benefits to public safety; and

(3) describe how the applicant intends to offer such training in a safe and prudent manner.

(e) The department may allow such training by entering into a license agreement with the entity setting forth the responsibilities and limits of the sponsor and the department.

(f) The license will authorize the entity to offer specialized motorcycle operator training.

(g) The entity must abide by the Texas Sponsor Rules of Professional Conduct.

(h) The department may deny or revoke a license to offer specialized training if the applicant:

(1) cannot provide sufficient information and documentation to enable the department to evaluate or

reevaluate the applicant's request for a license;

(2) knowingly presents or allows to be presented to the department any false or misleading information relating to a request for a license;

(3) knowingly or recklessly disregards or fails to comply with any departmental rule, written policy, or written procedure regarding specialized motorcycle operator training;

(4) knowingly allows an instructor to give, or a student to receive, classroom or riding instruction if either exhibits any evidence of or effects from an alcoholic beverage, controlled substance, or drug as defined in Texas Penal Code, §49.01 et seq.;

(5) is convicted under the laws of this state, another state, or the United States, of any felony or offense involving moral turpitude, tampering with a governmental record, driving while intoxicated or driving under the influence of drugs, or an offense committed as a result of the person's criminally negligent operation of a motor vehicle;

(A) these particular crimes relate to conducting and teaching courses because the sponsor and instructors are required to be of good reputation, character, and moral conduct, to deal honestly with members of the public, keep records on behalf of the department, and to recognize the importance of, encourage, and practice safe driving and riding techniques;

(B) a conviction for an offense other than a felony will not be considered by the department, under this paragraph, if a period of more than 5 years has elapsed since the date of the conviction or of the release of the person from the confinement or supervision imposed for that conviction, whichever is the later date; and

(C) for the purposes of this section, a person is convicted of an offense when an adjudication of guilt on an offense is entered against the person by a court of competent jurisdiction, whether or not the sentence is subsequently probated and the person is discharged from probation.

(6) The department may construe any probation or conviction which is for a criminal offense arising from a penal provision from another state, federal, military, or foreign jurisdiction to be its closest equivalent under the penal provisions of this state.

(i) The department may cancel its approval if:

(1) it was based on false or incorrect information or mistake, such as clerical or other nonsubstantive errors by either party; or

(2) if the discrepancy causing the suspension under these administrative rules has not been corrected within the time limit prescribed by a suspension; or

(3) any offense involving tampering with a government record or driving while intoxicated where the offense occurred within the previous 5 years.

(j) Each sponsor may designate a program manager to be responsible for signing any forms required of the sponsor not including a department contract. Any person with program responsibilities must meet the same qualification requirements as a sponsor, this includes but is not limited to all owners, partners regardless if considered a silent partner and stockholders of sponsoring entity.

(k) If the sponsor is an organization, that organization may designate one of its members as the program

manager. If the sponsor is an individual, that person shall also be the program manager.

(l) The control of the sponsor is considered to have changed:

(1) in the case of sole proprietorship, when more than 50% of the controlling interest has been sold or transferred;

(2) in the case of a partnership or a corporation, when more than 50% of the controlling interest has been sold or transferred; or

(3) when the board of directors, officers, shareholders, or similar governing body has been changed to such an extent as to significantly alter the management and control of the sponsor.

(m) When control of the sponsor has changed, as outlined in subsection (j) of this section, the sponsor must notify the department. The contract will then be canceled and renegotiated through the appropriate rules and regulations.

Source Note: The provisions of this §31.12 adopted to be effective May 1, 2001, 26 TexReg 3222; amended to be effective December 25, 2003, 28 TexReg 11343; amended to be effective December 23, 2004, 29 TexReg 11747; amended to be effective November 9, 2014, 39 TexReg 8596

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Attachment 5.3: Motorcycle Training Locations

The following summarizes the number of motorcycle operator training locations in the state of Texas. The complete list on the next page.

- Approximately 264 training locations across Texas as of May 1st, 2015.
- Website: www.dps.texas.gov/msb

Texas Motorcycle Registrations by County and Training Availability

State of Texas County	Number of Registered Motorcycles		State of Texas County	Number of Registered Motorcycles	
	Training Site in this County	No Training Site in this County		Training Site in this County	No Training Site in this County
ANDERSON		964	KARNES		175
ANDREWS		422	KAUFMAN		2432
ANGELINA	1,143		KENDALL	1,214	
ARANSAS		590	KENEDY		4
ARCHER		241	KENT		26
ARMSTRONG		44	KERR		1367
ATASCOSA		794	KIMBLE		70
AUSTIN		789	KING		1
BAILEY		85	KINNEY		79
BANDERA		823	KLEBERG		457
BASTROP	1,991		KNOX		56
BAYLOR		55	LAMAR	1,063	
BEE	425		LAMB		181
BELL	8,786		LAMPASAS		713
BEXAR	25,996		LASALLE		98
BLANCO		339	LAVACA		328
BORDEN		11	LEE		301
BOSQUE		481	LEON		344
BOWIE		1825	LIBERTY		1682
BRAZORIA	7,337		LIMESTONE		416
BRAZOS	2,553		LIPSCOMB		100
BREWSTER	383		LIVE OAK		261
BRISCOE		22	LLANO		570
BROOKS		89	LOVING		0
BROWN	871		LUBBOCK	3,935	
BURLESON		457	LYNN		94
BURNET	1,146		MADISON		170
CALDWELL		688	MARION		287
CALHOUN		450	MARTIN		110
CALLAHAN		373	MASON		70
CAMERON	3,820		MATAGORDA		768
CAMP		216	MAVERICK	433	
CARSON		171	MCCULLOCH		182
CASS		591	MCLENNAN	4,548	
CASTRO		81	MCMULLEN		19
CHAMBERS		992	MEDINA		996
CHEROKEE		760	MENARD		22
CHILDRESS		143	MIDLAND	3,169	
CLAY		304	MILAM		468
COCHRAN		51	MILLS		77
COKE		90	MITCHELL		157
COLEMAN		158	MONTAGUE		567
COLLIN	15,168		MONTGOMERY	11,882	

COLLINGSWORTH		45		MOORE		428
COLORADO		434		MORRIS		268
COMAL		4280		MOTLEY		12
COMANCHE		216		NACOGDOCHES		898
CONCHO		47		NAVARRO		761
COOKE		1105		NEWTON		243
CORYELL	1,956			NOLAN		342
COTTLE		23		NUECES	6,146	
CRANE		88		OCHILTREE		259
CROCKETT		74		OLDHAM		32
CROSBY		104		ORANGE		1963
CULBERSON		37		PALO PINTO		741
DALLAM	144			PANOLA		520
DALLAS	26,751			PARKER		3678
DAWSON	207	207		PARMER		122
DEAF SMITH	313	313		PECOS		265
DELTA	100	100		POLK	1,354	
DENTON	14,484			POTTER	2,195	
DEWITT		416		PRESIDIO		117
DICKENS		50		RAINS		273
DIMITT		172		RANDALL		3290
DONLEY		44		REAGAN		75
DUVAL		118		REAL		85
EASTLAND		423		RED RIVER		207
ECTOR	3,129			REEVES		182
EDWARDS		41		REFUGIO		129
ELLIS	3,781			ROBERTS		30
EL PASO	12,651			ROBERTSON		245
ERATH		729		ROCKWALL		2007
FALLS		201		RUNNELS		202
FANNIN		750		RUSK		1027
FAYETTE		514		SABINE		287
FISHER		67		SAN AUGUSTINE		144
FLOYD		87		SAN JACINTO		706
FOARD		18		SAN PATRICIO		1617
FORT BEND	8,870			SAN SABA		74
FRANKLIN		262		SCHLEICHER		59
FREESTONE		348		SCURRY	472	
FRIO		225		SHACKELFORD		71
GAINES		340		SHELBY		401
GALVESTON	8,302			SHERMAN		45
GARZA		79		SMITH	4,141	
GILLESPIE		609		SOMERVELL		283
GLASSCOCK		21		STARR		326
GOLIAD		130		STEPHENS		187
GONZALES		297		STERLING		48
GRAY		615		STONEWALL		24
GRAYSON	3,370			SUTTON		61

GREGG	2,321		SWISHER		135
GRIMES		617	TARRANT	34,094	
GUADALUPE		3596	TAYLOR	3,084	
HALE		504	TERRELL		22
HALL		40	TERRY		201
HAMILTON		210	THROCKMORTON		21
HANSFORD		126	TITUS	468	
HARDEMAN		81	TOM GREEN	2,545	
HARDIN		1271	TRAVIS	20,686	
HARRIS	51,353		TRINITY		300
HARRISON	1,606		TYLER		421
HARTLEY	106		UPSHUR		1063
HASKELL		92	UPTON		93
HAYS	4,002		UVALDE		396
HEMPHILL		115	VAL VERDE		750
HENDERSON		1915	VAN ZANDT		1239
HIDALGO	5,607		VICTORIA	1787	
HILL		749	WALKER	913	
HOCKLEY		488	WALLER		946
HOOD		1715	WARD		281
HOPKINS		697	WASHINGTON	676	
HOUSTON		349	WEBB	2113	
HOWARD		717	WHARTON		582
HUDSPETH		42	WHEELER		158
HUNT	2,219		WICHITA	3185	
HUTCHINSON		702	WILBARGER		260
IRION		50	WILLACY		165
JACK		169	WILLIAMSON	10250	
JACKSON		244	WILSON		1114
JASPER		694	WINKLER		174
JEFF DAVIS		57	WISE		1812
JEFFERSON	3,891		WOOD		1101
JIM HOGG		47	YOAKUM		150
JIM WELLS		683	YOUNG		452
JOHNSON	4,446		ZAPATA		148
JONES	351		ZAVALA		116
	229,579	42,698		120,353	48,482

Total Number of Registered Motorcycles	441,112
Total Number of Counties with Training	58
Total Number of Counties Without Training	196
Total # Registered MC in Counties with Training	349,932
Total # Registered MC in Counties without Training	91,180
% of Registered MC in County with Training Available	79.33%

Texas Department of Public Safety - Motorcycle Safety Unit Training Program Sites

ABILENE

Abilene Safety Instruction
325/672-3484

ALPINE

ALVIN

Alvin Community College
281/756-3787

AMARILLO

806/371-2902

ANGLETON

Goe Kawasaki
979/849-3681

Motorcycle Training Center
1-800-410-4549
Texas R.I.D.E.R.
817/246-4016

AUSTIN

Austin Moto Academy
512/789-8226
Electric Avenue Scooters
512/608-4090
Moto Fun
512/341-0930
Total Rider
512/522-5844

BEAUMONT

Motorcycle U Rider Training
409/727-6694

817/267-2646

1-800-410-4549

Texas R.I.D.E.R.
817/246-4016

BEEVILLE

BELLMEAD

254/214-6627

BOERNE

830/755-5202

BRENHAM

Training Wheels*
979/696-5600

BROWNWOOD

Abilene Motorcycle Instruction
325/518-1536

BUDA

Moto Fun
512/341-0930

Motorcycle Training Center
1-800-410-4549

972/245-1492

Motorcycle Training Center
1-800-410-4549
RiderCourse Center
972/317-6322

Motorcycle Training Center
1-800-410-4549

COLLEGE STATION

Training Wheels
979/696-5600

CORINTH

RiderCourse Center
972/317-6322

CORPUS CHRISTI

Coastal Cycle Academy
361/558-5148

DALHART

Saddle-Up Motorcycle Training
806/370-0464

940/594-8144

RiderCourse Center
972/317-6322

DENISON

American Ace Motorcycle Rider
Course
972/878-8156

DENTON

Motorcycle Training Center
1-800-410-4549

972/317-6322

EAGLE PASS

EDINBURG

Coastal Cycle Academy
361/558-5148

ELGIN

Texas Two Wheel
512/695-7233

EL PASO

Motorcycle Training Center
1-800-410-4549
El Paso Community College
915/831-7118

940/594-8144

Motorcycle Training Center
1-800-410-4549
Pride of Texas Motorcycle
Training
817/454-0842
RiderCourse Center
972/317-6322
Tarrant County College
817/515-7758

FRISCO

Texas R.I.D.E.R.
817/246-4016

GATESVILLE

254/214-6627

972/988-1903

GREENVILLE

Motorcycle Training Center
1-800-410-4549

HARLINGEN

TSTC Harlingen
956/364-4606
1-800-852-8784

HOUSTON

(east)
Boss Hoss Cycles
713/645-2677
San Jacinto College (North)
281/459-7119
(north)
Awesome Cycles
281/293-7663
Motorcycle Rentals of Houston
281/897-7121
Lone Star College
281/618-5602
(southeast)
Motorcycle Rentals of Houston
281/897-7121
(west)
Spring Branch ISD
713/251-1695

HUNTSVILLE

HUTTO

Total Rider
512/522-5844

GO Motorcycle Training School
496/804-6080

GO Motorcycle Training School
496/804-6080

KILLEEN

254/526-7800

Total Rider
512/522-5844

LA MARQUE

281/897-7121

LAREDO

Gregory's Driving School
956/722-6151

LEWISVILLE

940/594-8144

LIVINGSTON

H&H Eastex Motor Sports
281/468-2499

LONGVIEW

Motorsports Training Center
1-877-855-7433

LUBBOCK

Motorcycle Training Center
1-800-410-4549
Saddle-Up Motorcycle Training
806/370-0464

LUFKIN

Angelina College
936/633-5206
Lufkin Motorcycle Sales
936/637-7755

MAGNOLIA

Motorcycle Training Center
1-800-410-4549

MARBLE FALLS

The Ride Company
512/438-9388

MARSHALL

Motorsports Training Center
1-877-855-7433

MCALLEN

Keep It On 2
956/207-5087

MCKINNEY

North Texas Motorcycle Safety
Course
214/733-0855

Motorcycle Training Center
1-800-410-4549

MIDLAND

Motorcycle Training Center
1-800-410-4549

MOUNT PLEASANT

1-877-855-7433

RiderCourse Center
972/317-6322

ODESSA

940/594-8144

PARIS

903/784-4545

PASADENA

San Jacinto College (Central)
281/476-1838

281/991-4275

Texas Motorcycle Training
214/763-1888

PORT ARTHUR

Motorcycle U Rider Training
409/727-6694

PRINCETON

North Texas Motorcycle Safety
Course
214/733-0855

RICHARDSON

Motorcycle Training Center
1-800-410-4549

ROSENBERG

Motorcycle Training Center
1-800-410-4549

SAN ANGELO

210/623-8330

SAN ANTONIO

210/681-2254
Motorcycle Training Center
1-800-410-4549
Southwest Motorcycle Training
210/623-8330
The Motorcycle School
210/849-2898

SNYDER

SOUTHLAKE

Motorcycle Training Center
1-800-410-4549

TYLER

Motorsports Training Center
903/561-8371

VICTORIA

Victoria College
361/582-2528

WACO

254/214-6627

Motorcycle Training Center
1-800-410-4549

WAXAHACHIE

American Ace Motorcycle Rider
Course
972/878-8156

WICHITA FALLS

940/264-7743

Vernon College
940/766-3369

Attachment 5.4: DPS MSU Quality Control Program

- DPS MSU internal policy detailing quality control measures at certified sites.
-

Technical Assistance Visits GUIDELINES AND PROCEDURES

I. Purpose. The Purpose of the Technical Assistance Visit (TAV) is to observe RiderCoaches (RCs) presenting the basic motorcycle operator training course, provide technical assistance to RCs experiencing problems with the technical aspects of the curricula and to ensure:

- A. The program meets all administrative requirements as specified in the Department's Administrative Rules.
- B. The RCs use and adhere to the Department's approved curricula as identified in the Administrative Rules. This includes all safety and educational standards as well as adherence to Adult Learning Principles and the Motor Skills Development Training process as recommended by the Motorcycle Safety Foundation.
- C. Verify the condition of training motorcycles to confirm each is safe for training.

II. Scheduling your Visit and Notification of Pertinent Parties.

You must develop a site visitation schedule that allows you to conduct all the TAVs that you are contracted for prior to the expiration date of the contract. Before the third working day of each month provide the Motorcycle Safety Unit (MSU) a monthly visitation schedule.

All classroom units and range activities, are to be evaluated. If circumstances such as split schedules or weather prevent TAVs of a full 16 hours it is the Contractor's responsibility to notify the MSU of the situation as soon as practical.

The MSU will notify sponsors which sites have been selected for TAVs in a current two (2) year contract. The appropriate Contractor and the MSU will decide if sponsors and/or RCs are to be notified of the exact date of a TAV.

III. Conducting the Technical Assistance Visit.

Most training sites have been visited by a RiderCoach Trainer or a Motorcycle Safety Unit staff member; however some sponsors and RCs may feel threatened by your presence. Remember that the intent of the TAV is to evaluate and provide assistance to and encourage RC improvement, not to intimidate them. The impression that you make when you conduct your visit is a direct reflection on the Motorcycle Operator Training Program throughout the state. You are expected to act in a professional and courteous manner.

Whenever possible Contractors should arrive at a site before training activities begin. You should not interrupt training by arriving late.

The MSU will supply electronic copies of classroom and range assessment forms for use in TAVs. The MSU will provide the assessment forms. You may be asked to submit the assessment forms and notes of your visit to the MSU when your visit is complete. Quality information from you is essential for justifying any future course of action the Department may consider.

Contractors should assist RCs by coaching, facilitating, or modeling the conduct of the course as needed. Contractors should not damage RCs credibility in front of students. Discrete corrective activities should be used unless a safety emergency calls for immediate intervention.

After your evaluation each day, debrief the RCs. During the debriefing, identify any problem areas, including continuous improvement action needed. Don't forget to identify and commend exceptional areas.

IV. Following the Technical Assistance Visit.

Contractor will return assessment forms and any additional notes to the MSU within ten days of the visit. Every thirty (30) days the contractor will submit an invoice for completed work. The MSU will verify invoice for work complete with assessment forms received and authorize payment.

V. Quality Assurance Workshop

The Contractor and the TAV team members employed or contracted shall attend a total of four (4) Workshops during the contract period, two (2) each year. Generally one every six (6) months. The purpose of the Quality Assurance Workshops are to meet with the Program Director and MSU staff to identify issues affecting the quality of the program and formulate solutions with the overall goal of enhancing the Motorcycle Safety Training Program.

Attachment 5.5: MC Program Cooperation between TxDOT and DPS

- Letter from Carol Rawson, P.E. Director of Traffic Operations detailing cooperation between TxDOT and DPS, the designated State authority.
-



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

June 1, 2015

Ms. Georgia Chakiris, Regional Administrator
National Highway Traffic Safety Administration, Region 6
819 Taylor Street, Room 8A38
Fort Worth, Texas 76102

Dear Ms. Chakiris:

The Texas Department of Public Safety (DPS) is the state agency designated by the Governor to establish and administer the motorcycle operator training and safety program pursuant to Texas Administrative Code, Chapter 31.1(5). The Texas Department of Transportation (TxDOT) partners with DPS, by meeting regularly to exchange ideas and discuss issues related to motorcycle safety, as well as participating together with the Texas Motorcycle Safety Coalition (TMSC).

DPS is responsible for the State's mandated basic operator trainings and licensing of course instructors. TxDOT utilizes Highway Safety Funding to educate motorcycle riders and vehicle drivers about roadway safety and sharing the road with motorcyclists. TxDOT administers a grant with the Texas A&M Transportation Institute that is responsible for developing and implementing a statewide motorcycle safety program. TxDOT and DPS, along with other state agencies and private organizations utilize this grant to coordinate the State's motorcycle safety program. TxDOT has also worked with DPS to help provide additional training resources including the purchase of portable training facilities, and funding online content for instructor training courses.

The partnership established between TxDOT and DPS allows Texas to address the motorcycle safety program in a comprehensive and coordinated manner that benefits the citizens of the State of Texas.

Sincerely,

Carol T. Rawson, P.E., Division Director
Traffic Operations Division
Texas Department of Transportation

OUR GOALS

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

An Equal Opportunity Employer

Attachment 5.6: Texas Statewide Media Market Outreach

- Executive Summary - Media Market Coverage
- Email detailing use of dynamic message boards for motorcycle safety
- Statement of Work Request - detailing vendor media campaign requirements
- Breakdown of media markets covered - fatalities and registration documentation

Motorcycle Program – Motorist Awareness Campaign

During FY 2015 The State of Texas conducted a “Look Twice for Motorcycles” paid media campaign targeting 25- to 54-year old Texans (general market / Hispanic) statewide, with a special emphasis on TxDOT districts that represent the highest percentage of motorcycle registrations. TxDOT budgeted \$500,000 for this campaign, and required an additional \$500,000 of match to ensure a \$1,000,000 media campaign was conducted. The statement of work was first issued in October 2013 to cover the FY 2014 campaign, and was renewed with the vendor to cover the FY 2015 campaign as well.

Paid media reached 18- 24-year-olds as well. Texas targeted seven TxDOT districts (Austin, Dallas, Fort Worth, Houston, San Antonio, Tyler and Waco), which represents:

- 70.3% of all motorcycle registrations in Texas
- 67.8% of all motorcycle fatality crashes in Texas
- Seven TxDOT Districts containing 64 Counties

Paid media tactics included radio, online, mobile, convenience store, billboards and PSA distribution. The paid media flight ran from May 4, 2015 through May 23, 2015.

Texas also went to six markets with the Look Twice for Motorcycles event booth. Event visitors were able to pledge to always look twice for motorcycles and put themselves in a motorcyclist’s shoes by taking a photo on a motorcycle. The photos were branded with a Look Twice campaign photo skin that could be viewed instantly and shared on event visitors’ social media networks.

Four motorcycle procession media photo opportunities were staged as part of the campaign to help gain media coverage for the campaign. Riding with bikes emblazoned with Look Twice and Share the Road flags, Patriot Guard Riders were recruited to lead these processions throughout the state. Local police department motorcycle units helped set up routes and escorted the riders to create a spectacle for media and local communities.

Educational materials including infographics, push cards, and kids’ coloring game pages, were sent to the Traffic Safety Specialists (TSS) located in TxDOT’s 25 District Offices as well as other campaign partners like the National Safety Council. Local media and outreach efforts were conducted in the smaller market areas by the TSSs.

Texas also leveraged the TxDOT Facebook and Twitter platforms during the month of May to push out infographics about motorcycle safety features, crash statistics and other topics related to motorcycle safety and motorist awareness of motorcycles to Texans.

In addition,

- Produced 5 “Look Twice for Motorcycles” billboard vinyls.
- Created and produced new convenience store advertisements – posters, window clings and pump toppers.
- Coordinated with VIA (bus service) in San Antonio for added value transit placements.
- Produced eight static infographics (in English and Spanish) and animated one infographic to be used as a pre-roll video (in English).
- Developed social media content to be posted to TxDOT’s Facebook and Twitter platforms during May, National Motorcycle Safety Awareness Month. Updated the Look Twice TxDOT Facebook tab to include 2014 statistics.
- Developed campaign media talking points, a statewide press release, media advisories and infographics in English and Spanish for statewide media use.
- Distributed statewide English and Spanish TV and radio PSAs to stations participating in the motorcycle safety awareness campaign.
- Secured added media value for the federal funds spent.
- TxDOT utilized over 700 dynamic message signs (highway electronic message boards) located throughout the state to display a traffic safety messages as part of the Motorcycle Awareness Campaign. The “SHARE THE ROAD, LOOK TWICE FOR MOTORCYCLES” message was displayed from May 4th, 2015 and continued through May 18th, 2015. (See attached documentation)
- Texas reached out to motorcycle advocacy groups for input on motorcycle safety awareness through the Motorcycle Campaign.

TxDOT works closely with the Texas A&M Transportation Institute (TTI) through a traffic safety grant each year to promote statewide motorcycle public information and education programs and efforts. TTI and TxDOT conducted an annual statewide motorcycle safety forum in Austin, Texas on March 24th, 2015, and quarterly motorcycle coalition meetings. TTI oversees, and updates on a regularly basis, the website LOOK LEARN LIVE: <http://www.looklearnlive.org/>. This site promotes motorcycle public awareness and education to the public on a daily basis.

Daniel Jeffries

From: Carol Rawson
Sent: Friday, May 01, 2015 9:43 AM
To: !DDO DIST REGION
Cc: #Traffic Engineers; Carlton Allen; Billy Manning; Gordon Harkey; Brian Burk; Penny Buller; James Moore II; David Rodrigues; James Lewis; Cody Woodard; Jose Saldana; Alberto Aldape; Sandy Velasquez; Jamey Whitley; Ricky Lawrence; Kassondra Munoz; America Garza; !DDO ADM
Subject: Texas Motorcycle Awareness Campaign - Dynamic Message Signs
Attachments: DMSforMotorcycleAwareness.xls

Our permanent dynamic message signs (DMS) continue to provide an excellent opportunity to get our traffic safety messages out to the public. We are asking you to support the Texas Motorcycle Awareness Campaign by displaying the attached message on your permanent DMS for the period starting after the morning peak on Monday, May 4, 2015 and ending before the morning peak on Monday, May 18, 2015.

As always, this DMS message should not pre-empt needed traffic messages, incident-related messages, Emergency Operation Center (EOC) messages, or Amber/Silver/Blue alerts. In areas with a large number of DMS, this message should be displayed on a few signs along the corridor even during peak times when travel times are being displayed.

SHARE THE ROAD
LOOK TWICE
FOR MOTORCYCLES

Your assistance in this effort is greatly appreciated.

Thanks,

Carol

S	H	A	R	E		T	H	E		R	O	A	D	
		L	O	O	K		T	W	I	C	E			
F	O	R		M	O	T	O	R	C	Y	C	L	E	S

FY 2014 SOWR

Motorist Awareness of Motorcycles, Traffic Safety Campaign

October 29, 2013

Scope of Work

The selected vendor(s) will assist the Texas Department of Transportation (TxDOT) and its partners to develop a public awareness campaign to educate and encourage safe driving in regards to motorcycle traffic on the roadways of Texas. This will be a paid media campaign and public education outreach. The TxDOT project will focus on increasing public awareness of the presence of motorcycles and motorcycle traffic resulting from increased traffic and congestion in the state, particularly the metropolitan areas. The campaign will start the spring of 2014 and extend through to the end of FY2014. It will have a concentrated focus prior to and during the month of May, which is National Motorcycle Safety Awareness Month.

The purpose of this campaign is to enhance motorist awareness of the presence of motorcycles on or near roadways and to encourage safe driving practices in order to avoid injuries to motorcycles. The goal of course, is to reduce crashes, injuries, and fatalities involving motorcyclists.

TxDOT reserves the right to withdraw or reduce the amount of an award or to cancel any blanket purchase order release resulting from this process if adequate funding is not received from the National Highway Traffic Safety Administration (NHTSA) or other funding sources or due to legislative changes.

NOTE: After the SOWR is awarded, vendor should be prepared to scale back the scope of this proposal if funding is reduced. For this campaign, the funding may not be fully obligated and may be reduced as much as 50 percent or more.

Background

Motorcycle fatalities and crashes in Texas have followed the national trend for the previous ten years and motorcycle crashes are heavily overrepresented in the total number of motor vehicle crashes. Motorcycles registrations comprise approximately 2% of the motoring public in Texas, yet they account for approximately 15% of all traffic fatalities. This trend has remained constant with little to no statistically significant change over the last ten years. This campaign will focus on (but is not limited to) seven areas: Houston, Austin, San Antonio, Dallas, Fort Worth, Waco, and Tyler TxDOT Districts.

This campaign should be designed to educate motorists regarding the presence of motorcycles on the highways of Texas, becoming more aware to be observant of motorcycles to prevent crashes. Many Texans may not be used to sharing the road with motorcycles, and we are urging them to give driving their full attention to prevent right of way violations and other causation factors for vehicle/motorcycle crashes.

The program requires a communication plan that is designed to educate motorists in those counties or jurisdictions where motorcycle crashes are the highest (using data from the most recent calendar year).

Texas Statistics

Texas has experienced growth in the number of motorcycles on its roads over the course of time, as well as additional licensed operators. As of June, 2013, Texas shows 403,632 vehicles registered as a motorcycle, which has almost doubled since 2000. Of all the motorcyclists who are involved in fatal crashes in Texas, 20-29 year olds have the highest percentage of deaths overall, followed closely by the 40-49 years of age range. These two age groups account for 46.6% of all motorcyclists killed on Texas roadways. Crashes involving a motorcycle and another vehicle account for approximately 50% of all fatal motorcycle crashes.

The TxDOT districts of Houston, Dallas, Fort Worth, Austin, San Antonio, Waco, and Tyler are comprised of 62 counties, which is only 24.4% of all the counties in Texas.

These seven TxDOT districts represent 70.6% of all motorcycle registrations in Texas.

These seven TxDOT districts also represent 70.0% of all fatal motorcycle crashes, and represent 66.2% of all motorcycle fatality crashes.

SOW Eligibility

Vendors eligible to submit responses to this request for SOW are media vendors who have a current Master Blanket Purchase Order issued from TxDOT.

Traffic Safety Funding

The traffic safety grant program derives from the National Highway Safety Act of 1966 (23 USC §401, et seq.), and the Texas Traffic Safety Act of 1967 (Transportation Code, Chapter 723). Traffic Safety is an integral part of the TxDOT and works through TxDOT's 25 districts for local projects. The program is administered at the state level by TxDOT's Traffic Operations Division. TxDOT executive director is the designated Governor's Highway Safety Representative.

Funding Constraints

SOWs selected for inclusion in the Highway Safety Plan (HSP) become cost reimbursable blanket purchase order releases. Federal and state grant funds cannot be used for lobbying and supplanting is prohibited. The funding year for this project is during the Federal Fiscal Year 2014 – starting October 1, 2013 – and will not extend beyond the 2014 Federal Fiscal Year, which ends on September 30, 2014. However, it includes an option to renew for an additional one-year period (FY2015) based on the availability of funding and agency standing.

Budget and Matching Funds

The project budget for the FY 2014 Motorist Awareness of Motorcycles campaign is not to exceed a maximum TxDOT reimbursable amount of \$ 500,000. (Final awarded amount will be contingent on funding). In addition, the proposal should include a plan to secure a minimum of 50 percent match for the total budget amount. For example; for a reimbursable budget amount of \$ 500,000, the match requirement would be a minimum of \$ 500,000 for a total budget of \$1,000,000.

Projected Term of Service

The projected Term of Service is October 1, 2013 through September 30, 2014 with an option to renew for 12 additional months contingent upon renewal of the Master Blanket Purchase Order and funding availability.

PROJECT DELIVERABLES

Tasks will include, but are not limited to the following:

Campaign Planning: Development of Marketing & Communication Strategies

- Provide a project overview. Please include your strategy, goals and objectives, target audience, key messages and overview of tactics.
- Provide a timeline for all anticipated campaign activities, and include a listing of key personnel with their roles and responsibilities.
- Develop a detailed project budget. The project budget is not to exceed a maximum TxDOT reimbursable amount of \$500,000.00 and will include a plan to secure a minimum of dollar for dollar matching funds. Budget information is critical in the final determination of a SOW award.

A strong SOW budget supports the objective, performance measures, and activities that are proposed to affect the Project. The proposed budget must be realistic and reasonable, allowable, and necessary and must include only cost-eligible line items. Include as much specific information as possible for all costs in the categories of Labor, Travel, Contractual Services, and Other Miscellaneous. Vendor(s) shall indicate the amount of funds that will be used for the required match.

Examples of information to be included in the detailed budget are:

- Number of personnel and their pay rates
- Estimated means and length of travel
- Contractual services
- Details of other miscellaneous costs
- Matching funds amount

NOTE: Any standard-size printing (on standard paper stock) for this project may be done internally by the TxDOT print shop assuming an adequate turn-around time is allowed. Any printing done by the TxDOT print shop would not impact the vendor's budget. The vendor will provide the TxDOT Project Manager the necessary specifications prior to development of any print materials to ensure these items can be printed internally.

Creative Development: Branding and Original Creative Concepts

- Provide a Creative/Branding Plan. Include recommendations and illustrations for a custom-designed creative concept, direction and/or branding.
- Note: Vendor will NOT design a unique direction/brand for the Motorcycle Awareness Initiative. We will use the slogan “*Look Twice for Motorcycles*” with the sub-head of “*Share the Road.*” –Just as we did last year.

Using last year’s campaign concept and branding as a starting point, indicate any adjustments, new variations, or new twists that you might incorporate to effectively build awareness of the Motorcycle Awareness Initiative – and to be used as a recurring theme in all media and materials.

NOTE: Any new, custom-designed creative elements proposed on the SOWR will be contingent on maximum or near-maximum federal funding obligated to TxDOT. If the funding is reduced by 50 percent or more, the vendor shall use the only existing creative materials.

- Utilizing the creative concept outlined in Creative/Branding (above) design a variety of materials for television, radio, outdoor, and/or internet. Vendor will be required to provide materials in English as well as some of the materials in Spanish (limited).
- Provide recommendations for collateral, printed educational pieces, or additional promotional ancillary items to support the major media platforms.

Media Planning & Placements: Message Distribution

- Provide a measurable comprehensive Paid-Media Placement Plan. Craft an efficient paid-media mix for this initiative for, but not limited to television, radio, print, outdoor signs, and internet. In addition, vendor will be asked to secure free and leveraged air time, so this media plan may include some leveraged (non-paid) elements.
- Identify unique and unusual methods for delivery and placement of key themes.
- Provide a matrix showing the following for each paid media platform: placement/reach; number & name of markets; number, length & frequency of advertisements; estimated total airtime or GRPs; estimated impressions.

Public Relations Plan

- Provide a detailed Public Relations Plan. Vendors will identify resources for capturing and utilizing non-paid media through publicity activities designed to reach audiences at the grass-roots level. This may include press releases, promotional activities, civic engagement, sporting events, earned media, and social media. This may also include details on how the vendor will creatively utilize TxDOT’s Traffic Safety Specialists and Public Information Officers spread around the state to get the message to the public at the local level. Additionally, the

vendor should give information on the efficient use of the TxDOT sub-grantee partners to distribute collateral materials and information.

- Highlight any specific plans to incorporate the use of social media technologies such as Blogs, Facebook, and Twitter to engage in interactive dialogue with potential audiences.
- Give special details for any plans to design and execute special TxDOT media events to support the campaign strategy and initiatives. Provide exact details such as number/name of proposed markets where events will be organized, and strategies for attracting/engaging the public.
- Include special attention and details on Hispanic outreach. Provide culturally appropriate grass-roots strategies and activities designed to specifically reach out to the Hispanic Texans.

NOTE: To date, this campaign has only included a limited number of elements in Spanish (radio, posters). We would like to continue making some elements available in Spanish – but not everything will need to be produced in both languages.

Campaign Enhancement: Value Added Opportunities

- Provide a detailed Value Added Plan. This plan should clearly show how the vendor plans to identify and engage resources that can provide the non-paid media and value added contributions required.
- Provide a list of potential partners and relationships. Detail the ways they will contribute to the Value Added Plan.

Campaign Program Measurement: Message Evaluation

- Provide a Campaign Evaluation Plan. The vendor(s) will evaluate all activities and generate a report that will effectively measure the campaign and program results, identify activities, resources, lessons-learned, critique and suggestions for improving future public awareness efforts related to this project.

NOTE: The vendor(s) selected will also be required to provide comprehensive reports for the various tasks listed in this document. Frequency of reporting will be agreed upon by designated TxDOT Project Manager and the selected vendor(s). These reports may include but are not limited to the following:

- Regular reporting on milestones achieved, and any problems on milestones
- A detailed media report for all placements to include reach and frequency.
- A final comprehensive report that captures project goals and objectives and identifies how each goal was accomplished. This report should include examples of all deliverables as well as collateral materials, if any, that were distributed.
- A summary of the campaign for our TxDOT's Annual Report.
- Vendors will be required to enter billings and performance reports into eGrants.

Response Submission

General Formatting:

Each submission should be formatted in sections as indicated below. Proposals should be submitted electronically by email in PDF letter-size format to Connie Knesek. Finished submittals shall be limited to a maximum of 60 pages. Please include only the information specified in each section.

Project Deliverables:

This section of the vendor's submission should address each of the items outlined in Project Deliverables.

Each item should be addressed in the order presented in this document.

NOTE: The vendor should be specific when creating their submission. Detailed, measurable data is critical in the final determination of a SOW award. For example, when presenting your Media Placement Plan, the information should be quantifiable including all relevant performance indicators such as number & name of markets, frequency of ad placement, estimated total amount of air time, or estimated number of online impressions (for web advertising).

AWARDING THE SOW

TxDOT's Evaluation Process

Each respondent must submit a response to the Statement of Work Request (SOWR) based on established criteria set forth in this SOWR:

(a) If only one vendor submits a response to the SOWR, a TxDOT evaluation committee will evaluate the response based on established criteria set forth in their written Statement of Work, and may award an SOW to such vendor if the Statement of Work Response meets the criteria outlined in section of this document under the heading "Project Deliverables" *[or alternatively, set forth in this Statement of Work Request, if there are additional criteria they must meet]*. Respondents shall not contact members of the evaluation team. TxDOT may request that the vendor, including key personnel, participate in discussions or oral presentations with TxDOT prior to making an award to evaluate the respondent's capability to perform the service.

(b) If more than one vendor submits a response to the SOWR, then each vendor who submits a response, including key personnel, shall participate in an oral presentation with TxDOT. A TxDOT evaluation committee will evaluate and score each oral presentation. Oral presentations shall be evaluated based on the respondent's ability to best satisfy TxDOT requirements set forth in this Statement of Work Request. Respondents shall not contact members of the evaluation team.

(c) For details regarding discussions or oral presentations, please see Attachment A titled Supplemental Terms and Conditions; Section 1, Discussions or Oral Presentation. Vendors selected to provide oral presentations will be evaluated according to each respondent's ability

to best satisfy TxDOT's requirements.

Pre-Proposal Project Meeting

A pre-proposal meeting is not scheduled this proposal.

Questions Concerning Proposal

- Start date for submission of questions: October 29, 2013
- Last date for submission of questions: December 6, 2013, COB (5pm) CST.
- TxDOT Response to Questions to be completed: December 13, 2013 COB CST.

All questions and inquiries concerning this SOW shall be submitted via e-mail to: Purchaser:

Connie Knesek, CTPM, CTCM

E-mail: connie.knesek@txdot.gov

PROPOSAL SUBMISSION

Vendor should notify the TxDOT Procurement Division Contract Manager in writing of their intention to participate no later than December 17, 2013, COB (5pm) CST. Failure by the vendor to notify TxDOT in writing may disqualify the vendor from further consideration.

Vendor will provide a written Project SOW Response no later than Friday, January 24, 2013, COB (5PM) CST to Connie Knesek via drop box at <https://ftp.dot.state.tx.us/dropbox/> at above email in order to be accepted for an oral presentation. Any questions or concerns regarding this SOW can be directed to Connie Knesek, Procurement Division Contract Manager at (512) 416-4720.

**Supplemental Terms and Conditions
Attachment A**

1. DISCUSSIONS OR ORAL PRESENTATIONS: TxDOT may request that selected respondents, including key or respondent personnel participate in discussions or oral presentations.

OPTION 1 - Discussions

- 1.1. The respondent and TxDOT may discuss and clarify various requirements of the solicitation, vendor response, discuss any negotiable points, further confirm proposed personnel qualifications and determine the respondent's capability to perform the service. A TxDOT evaluation committee may evaluate and score each discussion.

- 1.1.1. The initial evaluation score of the qualifications and submission information will be replaced with the discussion meeting score.

- 1.1.2. TxDOT will advise each respondent in writing of the location, date and time of the scheduled discussion meeting. A minimum of one weeks' notice will be given to the respondent(s) selected for the discussion phase.

- 1.1.3. TxDOT may provide the respondent with a list of proposed key or respondent personnel required to attend and participate in the meeting.

- 1.1.4. Respondent and proposed key or respondent personnel should be prepared to address any questions that may be asked by TxDOT evaluators.

OPTION 2 – Oral Presentation

- 1.2. The TxDOT evaluation committee will evaluate and score each oral presentation. All responses will be evaluated according to the respondent's ability to best satisfy TxDOT requirements.

- 1.2.1. The initial evaluation score of the qualifications and submission information will be replaced with the oral presentation score.

- 1.2.2. TxDOT will advise each respondent in writing of the location, date and time of the scheduled oral presentation. A minimum of one weeks' notice will be given to the respondent(s) selected for the oral presentation phase.

- 1.2.3. TxDOT may provide the respondent with a list of proposed key personnel required to attend and participate in the meeting.

- 1.2.4. Respondent and proposed key or respondent personnel should be prepared to address any questions that may be asked by TxDOT evaluators.

- 1.2.5. TxDOT reserves the right to continue discussions with selected respondent(s).

- 1.3. **NEGOTIATIONS:** Upon completion of discussions or oral presentation evaluation scoring, TxDOT reserves the right to enter into negotiations with one or more selected respondents.
- 1.4. **STEP 4 – BEST AND FINAL OFFER (BAFO):** TxDOT reserves the right to request a BAFO from selected respondent(s).
 - 1.4.1. The respondent(s) shall submit a final price and any added value. If more than one respondent reaches this level, the negotiated terms, references, BAFO and added values will be the considered in the award. TxDOT will make the final determination on the best value.
 - 1.4.2. TxDOT may award the purchase order for the service without requesting a BAFO.
2. **AWARD:** TxDOT reserves the right to award a purchase order(s) to the company that provides the best value to TxDOT in performance of this service. TxDOT may award to a single vendor, multiple vendors, or use any combination that best serves the interest of TxDOT.
 - 2.1. **BEST VALUE:** TxDOT will be the sole judge of best value. Best value criteria may include, but are not limited to:
 - 2.1.1. Best meets the goals and objectives of the solicitation as stated in the Service Requirements.
 - 2.1.2. Best meets the quality and reliability of the proposed goods and services.
 - 2.1.3. Effect of the proposed solution on agency productivity.
 - 2.1.4. Provides the most customer focused solution that will best meet the needs of the traveling public.
 - 2.1.5. Experience in successfully providing services in the solicitation.
3. **PURPOSE OF STATEMENT OF WORK:** The only purpose of this SOWR is to ensure uniform information in the solicitation of SOWs and procurement of services. This SOWR is not construed as a purchase agreement or contract or as a commitment of any kind, nor does it commit TxDOT to pay for cost incurred prior to the execution of a formal agreement unless such costs are specifically authorized in writing by TxDOT.
4. **RIGHT TO CANCEL OR REISSUE SOWR:** TxDOT reserves the right to cancel or reissue this SOWR in part or its entirety or decline to issue a contract or grant based on this SOWR.
5. **RIGHT TO CORRECT ERRORS:** TxDOT reserves the right to correct any error(s) and/or Make changes to this solicitation as it deems necessary. Corrections and/or changes will be posted on the TxDOT Website prior to the date of award at:
<https://www.txdot.gov/apps/egrants/eGrantsResources/SOW.html>.

6. RIGHT TO NEGOTIATE FINAL TERMS: TxDOT reserves the right to negotiate the final terms of any and all contracts or grant agreements with selected vendor(s) and any such terms negotiated as a result of this SOW which may be renegotiated and/or amended in order to successfully meet the needs of TxDOT.
7. RIGHT TO WITHDRAW. REDUCE AWARD AMOUNT OR CANCEL RELEASE: TxDOT reserves the right to withdraw or reduce the amount of an award or to cancel any blanket purchase order release resulting from this process if adequate funding is not received from the National Highway Traffic Safety Administration (NHTSA) or other funding sources or due to legislative changes.
8. INFLUENCING TXDOT STAFF: Vendors shall not offer or provide any gratuities, favors, or anything of monetary value to any officer, member, employee, or agent of TxDOT, for the purpose of influencing the award of any SOW.
9. CONFLICT OF INTEREST: No employee, officer, or agent of TxDOT shall participate in the selection, award, or administration of an agreement supported by federal and/or state funds if a conflict of interest or potential conflict or appearance of impropriety would be involved.
10. RIGHT TO REQUEST ADDITIONAL INFORMATION: TxDOT reserves the right to clarify, explain or verify any aspect of a response to the SOWR and to require the submission of any price, technical or other revision to the SOWR that results from negotiations conducted with the presumptive selected Vendor(s).
11. RIGHT TO DISQUALIFY: TxDOT reserves the right to deem non-responsive or disqualify any response to this SOWR that is determined to not comply with or conform to terms and conditions and requirements herein contained.
12. DEBRIEFING: Vendors not awarded the blanket purchase order release may obtain a prompt explanation concerning the reasons that the SOW submitted by the unsuccessful vendor was not selected for a blanket purchase order release. Unsuccessful Vendors, who wish to be debriefed, must request the debriefing in writing. Vendors must notify the Contract Manager of their request for a debriefing within five business days of notification to the Vendor that they were unsuccessful.
13. PROTEST PROCEDURE: Respondent's may protest any award as detailed below.
 - 13.1. AUTHORITY: 43TAC, §9.3, Protest of Department Purchases under the State Purchasing and General Services Act.
 - 13.2. RIGHT TO PROTEST: Any actual or prospective bidder or offeror who is aggrieved in connection with the solicitation, evaluation, or award of a purchase made by the department under the State Purchasing and General Services Act may file a written protest.

- 13.3. FILING DEADLINES: A protest must be made within 10 working days after the aggrieved person knows, or should have known, of the action or fact causing the complaint. Untimely protests may not be considered unless the Texas Transportation Commission determines the appealing party has demonstrated good cause for the delay, or that a protest raises issues significant to procurement practices or procedures.
- 13.4. HANDLING PROTESTS: The protest must be in writing and:
 - 13.4.1. Addressed to the Director of Purchasing for purchases made on behalf of a division, and submitted to the Director of the General Services Division and
 - 13.4.2. Copies sent by protestor to all identifiable interested parties (defined as a vendor that has submitted a response for the purchase involved).
- 13.5. CONTENTS OF PROTEST: The protest must be sworn and must contain all of the following:
 - 13.5.1. Statutory or regulatory provision of the Act or the rules that the action is alleged to have violated
 - 13.5.2. Specific description of the violation
 - 13.5.3. Precise statement of the relevant facts
 - 13.5.4. Issue to be resolved
 - 13.5.5. Argument and authorities in support of the protest, and
 - 13.5.6. Statement confirming that copies of the protest have been mailed or delivered to other identified interested parties.
- 13.6. SUSPENSION OF AWARD: If a protest or appeal of a protest has been filed, then the department will not proceed with the solicitation or the award of the purchase until the executive director or his or her designee, not below the level of division director, consults with the director of general services and makes a written determination that the award of the purchase should be made without delay to protect substantial interests of the department.
- 13.7. INFORMAL RESOLUTION: The director of purchasing may informally resolve the dispute, including:
 - 13.7.1. Soliciting written responses to the protest from other interested parties; and
 - 13.7.2. Resolving the dispute by mutual agreement.

13.8. WRITTEN DETERMINATION: If the protest is not resolved by agreement, the director of purchasing will issue a written determination to the protesting party and interested parties which sets forth the reason for the determination. The director of purchasing may determine that:

13.8.1. No violation has occurred; or

13.8.2. A violation has occurred and it is necessary to take remedial action which may include:

13.8.2.1. Declaring the purchase void;

13.8.2.2. Reversing the award; and

13.8.2.3. Re-advertising the purchase using revised specifications.

13.9. APPEAL

13.9.1. An interested party may appeal the determination to the executive director. The written appeal must be received in the executive director's office no later than 10 working days after the date of the determination. The appeal is limited to a review of the determination.

13.9.2. The appealing party must mail or deliver copies of the appeal to the director of purchasing and other interested parties with an affidavit that such copies have been provided.

13.9.3. The general counsel shall review the protest, the determination, and the appeal, and prepare a written opinion with recommendation to the executive director.

13.9.4. The executive director may:

13.9.4.1. Issue a final written determination; or

13.9.4.2. Refer the matter to the commission for its consideration at a regularly scheduled open meeting.

13.10. The commission may consider oral presentations and written documents presented by the department and interested parties. The chair shall set the order and the amount of time allowed for presentation. The commission's determination of the appeal shall be adopted by minute order and reflected in the minutes of the meeting.

13.11. The decision of the commission or executive director shall be final.

13.12. FILING DEADLINE: Unless the commission determines that the appealing party has demonstrated good cause for delay or that a protest or appeal raises issues significant to procurement practices or procedures, a protest or appeal that is not filed timely will not be considered.

13.13. DOCUMENT RETENTION: The department shall maintain all documentation on the purchasing process that is the subject to a protest or appeal in accordance with the retention schedule of the department.

The breakdown of the media markets and coverage of registrations and Fatalis are as follows:

Austin Media Market		# 2015 Motorcycle Registrations	2013 FARS MC Fatalis
Travis	Primary County	20,686	15
Bastrop	Surrounding County	1,991	1
Blanco	Surrounding County	339	3
Burnet	Surrounding County	1,146	1
Caldwell	Surrounding County	688	0
Gillespie	Surrounding County	609	0
Hays	Surrounding County	4,002	3
Lee	Surrounding County	301	0
Llano	Surrounding County	570	2
Mason	Surrounding County	70	0
Williamson	Surrounding County	10,250	6
		40,652	31

Dallas / Fort Worth Media Market		# 2015 Motorcycle Registrations	2013 FARS MC Fatalis
Dallas	Primary County	26,751	35
Collin	Surrounding County	15,168	7
Denton	Surrounding County	14,484	15
Ellis	Surrounding County	3,781	5
Hunt	Surrounding County	2,219	1
Kaufman	Surrounding County	2,432	0
Navarro	Surrounding County	761	2
Rockwall	Surrounding County	2,007	3
Tarrant	Primary County	34,094	29
Erath	Surrounding County	729	2
Hood	Surrounding County	1,715	1
Jack	Surrounding County	169	0
Johnson	Surrounding County	4,446	6
Palo Pinto	Surrounding County	741	0
Parker	Surrounding County	3,678	4
Somervell	Surrounding County	283	0
Wise	Surrounding County	1,812	1
		115,270	111

Tyler Media Market		# 2015 Motorcycle Registrations	2013 FARS MC Fatalis
Smith	Primary County	4,141	3
Cherokee	Surrounding County	760	2
Gregg	Surrounding County	2,321	4
Henderson	Surrounding County	1,915	1
Rusk	Surrounding County	1,027	2
Van Zandt	Surrounding County	1,239	5
Wood	Surrounding County	1,101	2
		12,504	19

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

Waco Media Market		# 2015 Motorcycle Registrations	2013 FARS MC Fatals
McLennan	Primary County	4,548	8
Bosque	Surrounding County	481	1
Coryell	Surrounding County	1,956	1
Falls	Surrounding County	201	0
Hamilton	Surrounding County	210	1
Hill	Surrounding County	749	3
Limestone	Surrounding County	416	0
		8,561	14

Houston Media Market		# 2015 Motorcycle Registrations	2013 FARS MC Fatals
Harris	Primary County	51,353	56
Brazoria	Surrounding County	7,337	13
Chambers	Surrounding County	992	2
Fort Bend	Surrounding County	8,870	4
Galveston	Surrounding County	8,302	5
Grimes	Surrounding County	617	1
Liberty	Surrounding County	1,682	3
Montgomery	Surrounding County	11,882	11
San Jacinto	Surrounding County	706	1
Waller	Surrounding County	946	4
		92,687	100

San Antonio Media Market		# 2015 Motorcycle Registrations	2013 FARS MC Fatals
Bexar	Primary County	25,996	44
Atascosa	Surrounding County	794	0
Comal	Surrounding County	4,280	5
Frio	Surrounding County	225	1
Gonzales	Surrounding County	297	1
Guadalupe	Surrounding County	3,596	3
Kendall	Surrounding County	1,214	1
Kerr	Surrounding County	1,367	1
McMullin	Surrounding County	19	0
Medina	Surrounding County	996	2
Uvalde	Surrounding County	396	0
Wilson	Surrounding County	1,114	0
		40,294	58

	Raw #	% Covered
State Wide Registrations 2015 (TxDPS)	440,492	
MC Registrations Covered by Media	309,968	70.37%
State Wide Fatals 2013 (FARS)	491	
Fatals Covered by Media	333	67.82%

Attachment 5.7: Texas Motorcycle Safety Coalition

- Strategic Action Plan for Motorcycles, 2013 - 2018

Texas Strategic Action Plan for Motorcycles

2013–2018



ACKNOWLEDGMENTS

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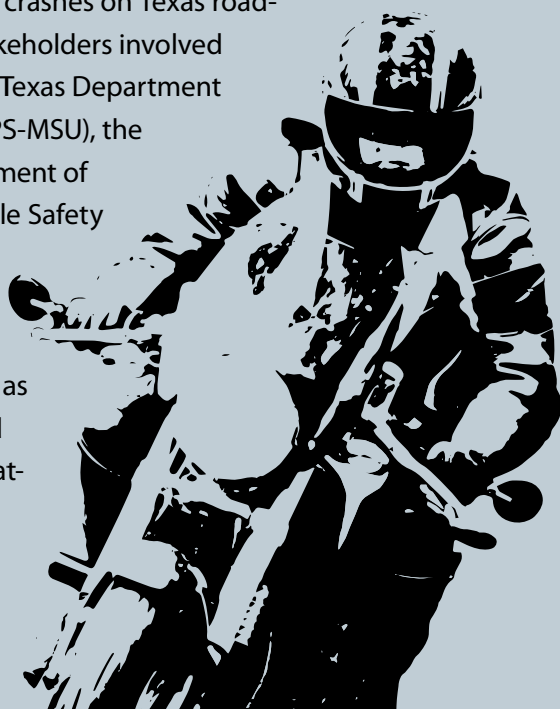


EXECUTIVE SUMMARY

The *Texas Strategic Action Plan for Motorcycles: 2013-2018* provides an integrated approach to identify implementable strategies and action steps to make the road environment and infrastructure safer for motorcyclists and other powered two- and three-wheelers in the State of Texas. The development of this plan spanned an 18-month period between August 2011 and February 2013 during the completion of Texas Department of Transportation (TxDOT) Project 0-6712, "Evaluation of the Measures and the Development of a Plan to Reduce the Number and Mitigate the Severity of Crashes Involving Motorcyclists on Texas Highways."

Several activities were completed during the course of the project to aid in the plan's development. The activities included a review of published literature on motorcycle safety countermeasures, a review of Intelligent Transportation System (ITS) and other advanced technologies for motorcycles and other vehicles, an analysis of motorcycle crash and injury data, and a statewide survey of motorcycle riders. These activities culminated in a list of potential motorcycle crash and injury countermeasures that were evaluated and prioritized in a workshop attended by motorcycle safety experts and advocates. A separate report, *Development of a Statewide Motorcycle Safety Plan for Texas: Research Report*, fully documents all steps completed under the project.

The five-year plan includes detailed strategies and action steps to reduce the number of motorcycle fatalities, injuries, and crashes on Texas roadways. It provides guidance to TxDOT and key stakeholders involved with improving motorcycle safety, including the Texas Department of Public Safety - Motorcycle/ATV Safety Unit (DPS-MSU), the Texas Education Agency (TEA), the Texas Department of State Health Services (DSHS), the Texas Motorcycle Safety Coalition (TMSC), law enforcement, local agencies, motorcycle clubs/groups, motorcyclists, and dealers. The plan is dynamic –as strategies are implemented, other strategies can be added as identified. The goal of the plan is to focus limited funding and resources on the areas with the greatest opportunity to reduce motorcycle fatalities, serious injuries, and crashes in Texas.





DATA FINDINGS

Crashes occurring between 8 p.m. and 6 a.m. are more severe than crashes occurring between 6 a.m. and 8 p.m. This may be related to alcohol involvement, difficultly detecting adverse road conditions, higher speeds, etc.

- Helmet use influences crash injury severity and reduces the chances of fatal and incapacitating injuries.
- Single-vehicle crashes are less likely to result in fatal or incapacitating injuries, compared to multi-vehicle crashes.
- Older riders tend to suffer more severe injuries in a crash compared to younger riders.
- Crashes occurring between 8 p.m. and 6 a.m. are more severe than crashes occurring between 6 a.m. and 8 p.m. This may be related to alcohol involvement, difficultly detecting adverse road conditions, higher speeds, etc.
- Roadway curvature (both horizontal and vertical) is correlated with motorcycle crash severity. These features increase the likelihood of more severe crashes. Horizontal curves have a more pronounced effect than the vertical curves on influencing crash severity.
- Riding under the influence of alcohol or drugs has a strong correlation with crash severity. Riding after drinking significantly increases the probability of a fatality, regardless if the crash occurs in an urban or rural area.
- Crashes involving higher speeds or lane indiscipline (failure to stay within lane of travel) are more severe in comparison to crashes without these two contributing factors.
- Crashes occurring on higher speed limit roads (such as interstate, U.S., and state highways) tend to be more severe than those occurring on other roads (such as city streets and county roads). In rural areas, crashes occurring on FM roads are more likely to result in more severe (fatal or incapacitating) injuries.



DATA CONCLUSIONS

- Continue efforts to increase helmet use, and educate riders about the effects of alcohol and drug use on riding skills and crash injury severity.
- Educate older riders about increased risks to severe injuries when involved in a crash.
- Inform riders about the increased crash risks associated with night time riding. Encourage riders to use high visibility gear, especially during evening and night time hours.
- Increase rider awareness about greater crash risks on roadway segments with horizontal and vertical curves.
- Speed limits should be uniformly enforced.
- Reiterate the consequences of speed, alcohol, and unsafe riding in rider training programs. Encourage safe riding.

Continue efforts to increase helmet use, and educate riders about the effects of alcohol and drug use on riding skills and crash injury severity.



The project goal was to develop a broad-based plan that includes strategies and action steps aimed to prevent and/or mitigate motorcycle crashes and injuries.

PLAN DEVELOPMENT

The project goal was to develop a broad-based plan that includes strategies and action steps to prevent and/or mitigate motorcycle crashes and injuries. The plan will serve as a blue print to reduce motorcycle crashes, fatalities, and injuries on Texas roadways and provide a baseline from which the districts and TxDOT can measure and track implemented countermeasures and programs, and if necessary, make changes over time.

The plan development was based on:

- A review of published literature on countermeasures for reducing the incidence of and/or the severity of motorcycle-involved crashes and related injuries.
- A review of existing and emerging Intelligent Transportation System (ITS) and other technologies for motorcycles and vehicles.
- An analysis of motorcycle crash and injury data from 2006 through 2010.
- A survey of Texas motorcyclists capturing rider demographics, riding histories, training and licensing status, use of protective gear, crash involvement, and attitudes toward motorcycle safety countermeasures.
- A workshop in which motorcycle safety experts evaluated and prioritized potential crash countermeasures for inclusion in this plan.

The plan includes:

- Countermeasures to reduce motorcycle crashes.
- Countermeasures to reduce motorcyclist crash injury severity.
- ITS technologies to improve motorcycle safety.
- Implementation and outreach.

IMPLEMENTATION AND OUTREACH

A comprehensive approach for implementing the research findings is essential. Fortunately, Texas has several mechanisms and resources in place to ensure the successful implementation of the plan. Texas has been proactive in addressing motorcycle safety issues over the past decade through the leadership and support of TxDOT and many other diverse agencies and groups. Through the collaborative efforts of the National Highway Traffic Safety Administration (NHTSA), TxDOT, traffic safety specialists, TxDPS Motorcycle/ATV Safety Unit staff, Texas Motorcycle Safety Coalition (TMSC) members, TTI, and motorcycle safety instructors and trainers provide a strong infrastructure of support for broad-based implementation.

The TMSC will play a key role in the implementation of many of the countermeasures identified in this plan.

The TMSC serves as a public forum for addressing strategies to improve motorcycle safety; discusses effective programs, regulations, and other opportunities to improve motorcycle safety; reviews, proposes, and makes recommendations concerning motorcycle-related legislation; and serves to promote rider safety and inform the public about being aware of motorcycles and sharing the road safely. Representatives from engineering, planning, enforcement, education, emergency response, research, government agencies and organizations, and motorcyclists including riders, motorcycle groups, and organizations actively participate in the TMSC.

Outreach will include posting the plan on www.LookLearnLive.org (a dedicated website to promote motorcycle safety in Texas) to generate awareness and support. Other opportunities include advertising in Texas motorcycle magazines such as TMRA Folly, the Clubhouse, Ride Texas, etc. and through presentations at traffic and motorcycle safety conferences.



Texas Motorcycle Safety Coalition (TMSC) will oversee the implementation of the plan.



**67% of crashes involved
new motorcycles (5 years old
or newer).**

The plan also benefits the larger traffic safety community, government, researchers, industry, highway designers, law enforcement, medical community, safety trainers/instructors, motorcycle rights groups, and enthusiasts who are committed to doing whatever is necessary to make motorcycling safer in Texas. Many of these people will be instrumental in the implementation of countermeasures and outreach activities identified in this plan.

BACKGROUND

After a two-year decline, motorcycle deaths in Texas increased by 10% in 2011, from 435 in 2010 to 479 (NHTSA, FARS). During the same period, motorcycle registrations also grew by 3%, from 424,218 to 437,878. In 2011 (TDS, 2011), Texas experienced a decrease in the number of motor vehicle traffic deaths. The increased percentage of motorcyclist deaths offset gains in road traffic deaths. When compared to all traffic fatalities, the percentage of motorcycle deaths is significant, accounting for 16% of total traffic fatalities in 2011.

Inattention is a significant factor in all motor vehicle crashes, especially motorcycle crashes. One half (50%) of car-motorcycle crashes are caused by drivers because they generally do not see the motorcyclist in time or they misjudged the bikes approaching speed. More and more drivers are talking on cell phones and texting while driving, making it more important than ever to remind drivers to pay attention and look for motorcycles.



Riders should take precautions, such as making themselves more visible, wearing protective gear, using turn signals, riding unimpaired, and allowing time for responding to heavy traffic periods and hazardous roadway conditions.

Nonuse of helmets is also a major factor in the state's motorcycle fatalities.

One-half of all traffic crashes involving motorcyclists are single vehicle. Many of these crashes are preventable. Riding under the influence of alcohol is a major problem. In 2010, 36% of Texas motorcycle riders killed had a BAC of 0.08 g/ml or higher compared to 29% in the US (FARS, 2011). Nonuse of helmets is also a major factor in motorcycle fatalities. In 2010, 41% of Texas riders killed did not wear a helmet compared to 58% nationally (FARS, 2011). Some of these deaths may have been avoided if riders had been properly trained on how to handle road conditions and curves.

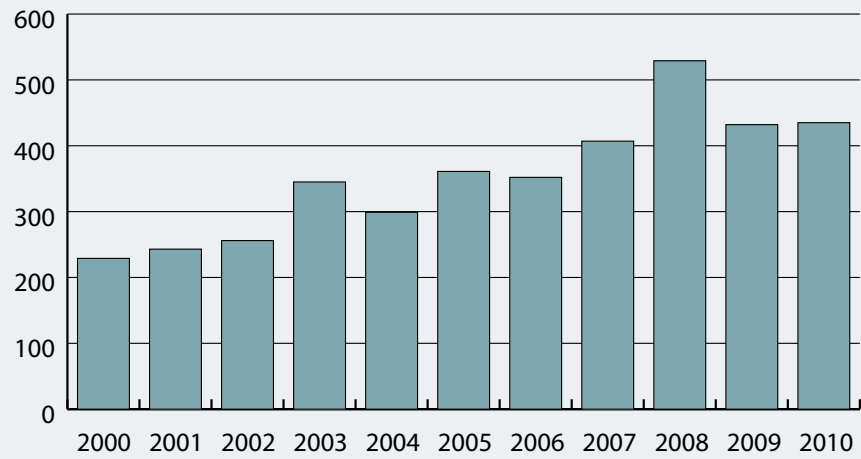
Summary of Texas Motorcycle Crash Statistics

	Motorcycle crashes	Total traffic crashes	% of total	Motorcycle fatalities	Total traffic fatalities	% of total	Motorcycle injuries	Total traffic injuries	% of total
2003	6,425	459,725	1.4	345	3,822	9.0	6,024	308,360	2.0
2004	6,542	447,037	1.5	294	3,700	7.9	6,144	288,228	2.1
2005	7,894	463,830	1.7	359	3,558	10.1	7,285	292,655	2.5
2006	8,268	437,290	1.9	351	3,521	10.0	7,632	271,126	2.8
2007	8,617	458,289	1.9	408	3,463	11.8	7,814	266,318	2.9
2008	10,642	439,527	2.4	531	3,477	15.3	9,719	243,866	4.0
2009	9,044	428,667	2.1	432	3,089	14.0	8,213	232,580	3.5
2010	7,701	391,101	2.0	435	3,050	14.2	7,043	217,381	3.2

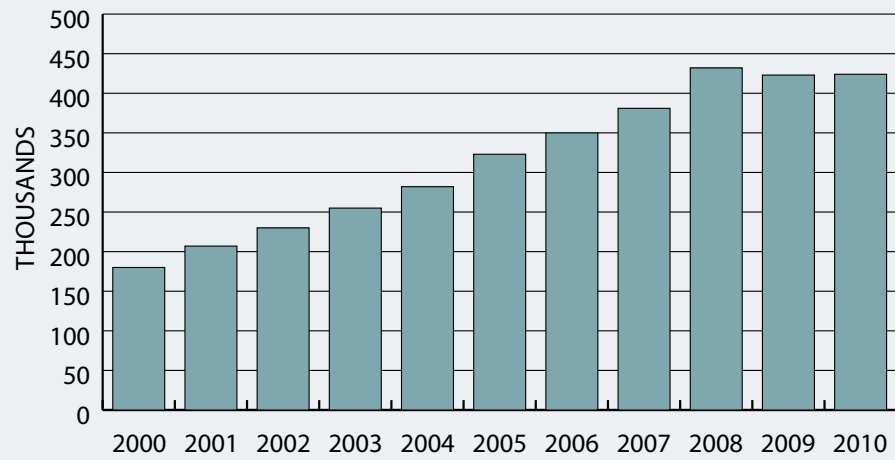
Source: Texas Department of Transportation (TxDOT) Crash Records Information System (CRIS) as of August 14, 2010. 2010 data as of February 28, 2013.



Texas Motorcycle Fatalities 2000–2010



Texas Motorcycle Registrations 2000–2010



Of the vehicle and motorcycle technologies presented, workshop participants rated anti-lock braking systems, electronic stability systems, adaptive front lighting, collision warning and avoidance systems, and automated crash notification systems highest for their potential effectiveness.





46% of crashes and 38% of fatal crashes occurred in cities with populations of 100,000 or more; rural areas represented 31% of total crashes and 44% of fatal crashes.

Characteristics of Those Involved

- 92% of motorcyclists involved in crashes were male.
- 67% of motorcyclists involved in crashes were between 21 and 50 years old.
- 67% of crashes involved newer motorcycles (5 years old or newer).

Contributing Factors

- In 1.6% of crashes, the rider was under the influence of alcohol.
- 27% of crashes involved excessive speed.
- 7% of crashes involved inattention.
- 5% involved a faulty evasive action.

Where Crashes Occurred

- 46% of crashes and 38% of fatal crashes occurred in cities with populations of 100,000 or more; rural areas represented 31% of total crashes and 44% of fatal crashes.
- 37% of crashes and 25% of fatal crashes happened on city streets.
- 26% of crashes and 31% of fatal crashes happened on U.S. and state highways.
- 17% of crashes and 25% of fatal crashes happened on farm-to-market roads.
- 27% of crashes and 26% of fatal crashes occurred at intersections.



When Crashes Occurred

- Most motorcycle crashes occurred on Saturday and Sunday; the least occurred on Monday.
- 60% of all motorcycle crashes occurred between noon and 8:59 p.m. On weekdays, the most crashes occurred between 6 and 9 a.m.; on weekends, the largest number occurred between 9 a.m. and noon.

Most motorcycle crashes occurred on Saturday and Sunday; the least occurred on Monday.

Other Characteristics of Crashes

- 52% of all motorcycle crashes were single vehicle.

Helmet Usage by Age, Ethnicity, and Gender: Texas, 2006–2010

Helmet Use by	Level	All (KABC) Crashes		Fatal (K) Crashes	
		Count	Percent	Count	Percent
Motorcyclist Age	20	3,279	95.4%	115	93.5%
	21<30	9,589	94.2%	509	91.2%
	31–40	7,004	92.4%	389	87.8%
	41–50	7,432	90.9%	458	87.2%
	51–60	5,384	91.6%	327	88.4%
	> 60	1,855	92.3%	139	90.3%
	Total	34,943	92.7%	1,939	89.1%
Motorcyclist Ethnicity	White	25,047	92.7%	1,422	88.7%
	Hispanic	6,226	91.6%	310	88.8%
	Black	2,989	95.2%	176	92.1%
	Asian	355	97.0%	12	100.0%
	Other	147	95.9%	15	100.0%
Motorcyclist Gender	Male	32,704	92.6%	1,874	89.1%
	Female	2,179	94.5%	63	90.0%

Source: Data on crashes involving motorcycles from 2006–2010 obtained from TxDOT CRIS.



Texas riders were surveyed to capture information about riding history and training, protective gear use, crash experiences, and demographic characteristics.

TEXAS RIDER SURVEY

Texas riders were surveyed to capture information about riding history and training, protective gear use, crash experiences, and demographic characteristics. A total of 1,507 riders responded to the online survey. Findings include:

- Male - 85% with an average age of 52.5 years. The largest age group was 50 to 59 years, representing 35 percent of respondents.
- Approximately 70 percent of respondents ride primarily for recreation.
- Most respondents ride on a mixture of roadway types, with rural roads and highways predominating; however, 38% ride on city streets at least part of the time.
- The most common motorcycle type overall and among respondents aged 18–49 is a cruiser (40% of all riders, 47% of riders 18–49). Touring motorcycles are more popular among riders 50 and older; dual-purpose and sport bikes were frequent choices for riders aged 18–29.
- Nearly all of the riders surveyed (96.5%) hold a motorcycle license, endorsement, or learner's permit, and most (74%) have been riding for more than 10 years. About 72% have completed one or more motorcycle training courses; of these, 82% rated the training courses they took as highly effective for improving safe riding skills.



- Most surveyed riders wear safety gear most or all of the time; 84% wear DOT-approved helmets, 89% wear boots, 85% wear gloves, 73% wear protective eyewear, and 57% wear protective jackets. Protective pants, reflective clothing, and body armor were all worn by more than 20% of riders. Of the riders who do not choose to wear a helmet, the most frequent reason given was “personal freedom.”
- When asked about alcohol consumption, 69% of surveyed riders stated that during the past year, they had not consumed any alcohol within an hour of riding. Another 28% had consumed one to two drinks within an hour of riding; 3% had consumed three or more drinks.
- Over half (56%) of surveyed riders have been in at least one motorcycle crash. Characteristics of these self-reported crashes are similar in many ways to the statistics revealed by the analysis of crash data described in the next section. A contributing factor mentioned by 47% of riders who had been involved in a crash that involved another vehicle was “the vehicle driver said he/she didn’t see me.”



THE AIM OF THE PLAN

In an environment where motorcycles and other two- and three-wheeled motor vehicles are an increasing component in roadway vehicle-mix in Texas, the plan seeks to identify strategies and action steps that will:

- Reduce the rate of motorcycle crashes per registered motorcycles.
- Reduce the rate of fatal and severe motorcycle injuries by 15% by 2015, as compared to 2010.*

*Goal established in the *Texas Strategic Highway Safety Plan, Report of Progress 2012*.

KEY FOCUS AREAS

The plan is organized under 13 key focus areas. For each area, the plan identifies several initiatives and action steps, prioritized by motorcycle safety experts who participated in a one-day workshop. The group prioritized and ranked approximately 73 crash reduction countermeasures on the basis of their effectiveness in preventing motorcycle crashes and in reducing the severity of injuries to riders. The initiatives under each key area are not listed in any particular order of importance.

GOAL: Improve awareness among motorcyclists of their vulnerability in a crash and ways to increase conspicuity.

MOTORCYCLE/RIDER CONSPICUITY	TIMEFRAME
Educate motorcycle riders in conspicuity products, techniques, and strategies	2 Years
Increase motorcyclists' use of high-visibility clothing, conspicuity products	3-5 Years
Encourage visibility enhancements for motorcycles, such as auxiliary headlights, auxiliary brake lights, headlight modulators, position lamps, underbody LED lighting, etc.	3-5 Years
Compile and distribute information on legal lighting/technology options in Texas	2 Years
Enhance training on strategic lane positioning for increasing motorcyclist conspicuity in traffic	3-5 Years
Encourage industry participation	3-5 Years

GOAL: Increase motorists' awareness of the presence of motorcycles on the road.

MOTORIST AWARENESS OF MOTORCYCLES	TIMEFRAME
Increase motorist knowledge/awareness about sharing the road with motorcyclists and other vulnerable road users: <ul style="list-style-type: none"> • Produce brochure on TxDOT's "Share the Road" sign program and process for requesting a sign • Update and add information on sharing the road and rider conspicuity in the Texas driver's education handbook • Develop smartphone application (e.g., a game called "How Many Motorcycles Have You Seen Today?"), YouTube/social media, etc. 	2 Years
Support the use of emerging vehicle technologies (add-on or original from manufacturer)	3-5 Years
Enact legislation that permits drivers who are ticketed for right of way (ROW) violations involving a motorcycle to attend a motorcycle safety class or other modified course emphasizing motorcycle awareness	3-5 Years
Add questions about sharing the road on Texas driver's license exam, i.e. (a) about #1 type of collision (turning left in front of a motorcycle); (b) why are motorcycles difficult to see? Add course content about scanning for motorcycles (legislative change required)	3-5 Years

GOAL: Ensure proper licensing of all motorcycle operators riding on public roadways in Texas.

LICENSING	TIMEFRAME
Revise regulations to require specific license for operators of 3-wheel motorcycles	2 Years
Enact legislation to require a motorcycle endorsement before registering a motorcycle	3-5 Years
Encourage law enforcement to use a zero tolerance approach regarding unlicensed riders	3-5 Years
Require proof of motorcycle endorsement before issuing parking permits (large employers, state and local government agencies, university campuses, etc.)	3-5 Years

GOALS: Provide training to all riders who need or seek it; increase motorcyclists' knowledge of the benefits of advance training, including awareness of hazards, motorcycle operation techniques, and conspicuity.

RIDER EDUCATION AND TRAINING	TIMEFRAME
Increase/reallocate funding toward safety training: <ul style="list-style-type: none"> • Improve type and quantity of motorcycles used for rider training • Update quality assurance plan to increase the number of site and instructor visits and standardizes the review and remediation process 	2 Years
Promote importance of rider training to new and experienced motorcyclists	2 Years
Educate riders on potential roadway obstacles (pavement markers, manhole covers, steel plates, etc.) and collision avoidance	2 Years
Revise and update DPS motorcycle operator's manual and translate into Spanish	3-5 Years
Expand course availability for three-wheeled vehicles classified as motorcycles OR change classification of vehicles	3-5 Years

GOAL: Reduce the number of crashes in which motorcyclists are impaired by alcohol or other drugs.

IMPAIRED RIDING	TIMEFRAME
Encourage zero BAC/reduced BAC laws for all motorcycle riders	3-5 Years
Promote peer-to-peer outreach among riders discouraging drinking and riding	2 Years
Engage rider's group leadership to discourage alcohol use at motorcycle events	2 Years
Explore effectiveness of alcohol interlock devices for motorcycles	3-5 Years
Promote Bikers Responsibility Initiative (BRI) and taking responsibility for actions	2 Years

GOALS: Reduce the number of speed-related motorcycle crashes and increase motorcyclists knowledge on the dangers of excessive speed.

SPEEDING	TIMEFRAME
Include motorcycles in speeding enforcement activities	2 Years
Develop outreach/education to riders about dangers of excessive speed	2 Years
Educate riders about selecting a motorcycle compatible with skill level	2 Years

GOAL: Increase the usage of all protective equipment by motorcyclists and passengers.

PERSONAL PROTECTIVE GEAR	TIMEFRAME
Conduct PI&E campaign to promote using motorcycle safety gear (helmets, jacket, pants, footwear, etc.)	2 Years
Work with riders' groups and dealerships to promote the use of protective gear	2 Years
Provide training for law enforcement on identifying non-DOT compliant helmets	3-5 Years

GOAL: Accommodate the safety needs of motorcyclists in road design, construction, and maintenance.

ROADWAY/INFRASTRUCTURE	TIMEFRAME
Communicate roadway condition information (construction, maintenance, hazardous locations) on DOT websites, social media, and 511)	2 Years
Include information regarding fresh seal-coat and milled surface areas during construction. Add potential for crowd-sourcing roadway condition information. Develop a smartphone application	2 Years
Post specific warnings for motorcyclists where unavoidable hazardous conditions exist (reduced traction, roadway surface irregularities)	3-5 Years

GOAL: Encourage and support legislative initiatives that promote motorcycle safety.

LEGISLATION AND REGULATIONS	TIMEFRAME
Reinstate universal helmet use law	3-5 Years
Re-examine and update motorcycle laws: <ul style="list-style-type: none"> • Review, streamline, and modernize terminology and laws • Coordinate among all agencies responsible for motorcycle laws, definitions, and regulations (DPS, DOT, DMV, and other) to develop legislation specifying who is in charge of what regarding motorcycles • Review committee comprised of TxDOT, law enforcement, DMV licensing, TMSC 	3-5 Years

GOAL: Ensure that state and local motorcycle safety program include and involve a law enforcement component.

LAW ENFORCEMENT	TIMEFRAME
Create a quick reference guide for law enforcement officers specific to motorcycles with statute references. Develop a website with this information for print-out. Consider designing as a mobile website or application instead of printing hard copies	2 Years
Increase funding for motorcycle safety efforts by law enforcement	3-5 Years

GOALS: Incorporate plan initiatives with TxDOT Traffic Safety motorcycle safety program goals and objectives. Ensure funding of projects that support the initiatives outlined in the plan. Ensure funding of projects that support the initiatives outlined in the plan.

PROGRAM MANAGEMENT	TIMEFRAME
Increase funding for motorcycle safety by elevating their importance to state highway safety office	3-5 Years
Focus resources in the top 10 counties for motorcycle fatalities and identify countermeasures that work then develop best practices tools for use statewide	3-5 Years

GOALS: Ensure availability of accurate data on motorcycle crashes, injuries, and fatalities to assist state and local agencies prioritize motorcycle safety activities. Conduct targeted studies on motorcycle-related issues to ensure that motorcycle safety decisions are data-driven.

PROGRAM EVALUATION AND DATA	TIMEFRAME
Add motorcycle specific information to the Texas traffic crash report for increased understanding of motorcycle crashes; promote inter- and intra-agency efforts to link crash, injury, licensing, violation, training, and registration records	2 Years
Conduct detailed evaluation of police-reported motorcycle crash reports to determine contributing crash causation factors. Compare findings to existing training materials and adjust curricula to address the issues	3-5 Years
Conduct research to determine why motorcyclists are unlicensed and how to reach out to this group	2 Years
Develop partnerships with trauma centers, health department, insurance agencies, and dealerships (if possible) for data sharing	2 Years
Determine the impact of funded research and programs on reducing motorcycle crashes, injuries, and fatalities: <ul style="list-style-type: none"> • Fatigue • Edge drop-off design • Use mileage data (from vehicle inspection data) to normalize crash rates 	3-5 Years
Investigate simulation and computer modeling to better understand motorcycle crash risk and injuries	3-5 Years

GOALS: *Ensure that motorcycles are included for key technology that improves safety by making other road users more aware of their presence and movements, and motorcycles more visible to other road users.*

MOTORCYCLE AND VEHICLE TECHNOLOGIES/ITS	TIMEFRAME
Promote availability and benefits of technologies that improve motorcyclist safety and increase rider conspicuity	3-5 Years
Engage with the motorcycle industry to encourage the development and promotion of motorcycles with safety-related technologies	3-5 Years

ITS TECHNOLOGIES

Workshop participants ranked up to five technologies that they felt had the most potential for reducing motorcycle crashes and injuries. Based on weighted scores, the top five technologies included anti-lock braking systems, electronic stability program, adaptive front lighting, airbag vest, and airbag system.

TECHNOLOGY	WEIGHTED TOTAL SCORE (10 PARTICIPANTS)
Anti-lock Braking Systems	37
Electronic Stability Program	18
Adaptive Front Lighting	15
Airbag Vest	15
Airbag System	14
Collision Warning and Avoidance Systems	12
Electronic Licenses or Smart Cards	11
Curve Speed Warnings	10
Brake Assist	8
Linked Braking Systems	8
Crash Data Recorder	7
Helmet Mounted Displays	7
Road Surface Condition Monitoring	7
Lane Keeping and Departure Warnings	6
Pedestrian Detection System	5
Driver Status Monitoring	4
Speed Alert/Limiting Systems	4
Automated Crash Notification System	3
Rearview Displays	2



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Appendix 1 - GTS FY 2016 HSP-1

TEXAS HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2016

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Texas

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Report Date: 06/22/2015

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2016-00-00-00	Planning and Administration	\$.00	\$3,539,745.14	\$.00	\$524,129.35	\$524,129.35	\$.00
Planning and Administration Total			\$.00	\$3,539,745.14	\$.00	\$524,129.35	\$524,129.35	\$.00
Alcohol								
	AL-2016-00-00-00	Alcohol	\$.00	\$19,196,610.96	\$.00	\$1,574,737.93	\$1,574,737.93	\$432,597.70
Alcohol Total			\$.00	\$19,196,610.96	\$.00	\$1,574,737.93	\$1,574,737.93	\$432,597.70
Emergency Medical Services								
	EM-2016-00-00-00	Emergency Medical Services	\$.00	\$837,369.38	\$.00	\$469,220.54	\$469,220.54	\$.00
Emergency Medical Services Total			\$.00	\$837,369.38	\$.00	\$469,220.54	\$469,220.54	\$.00
Motorcycle Safety								
	MC-2016-00-00-00	Motorcycle Safety	\$.00	\$147,770.83	\$.00	\$590,623.86	\$590,623.86	\$.00
Motorcycle Safety Total			\$.00	\$147,770.83	\$.00	\$590,623.86	\$590,623.86	\$.00
Pedestrian/Bicycle Safety								
	PS-2016-00-00-00	Pedestrian and Bicycle Safety	\$.00	\$468,894.26	\$.00	\$1,181,448.28	\$1,181,448.28	\$841,593.21
Pedestrian/Bicycle Safety Total			\$.00	\$468,894.26	\$.00	\$1,181,448.28	\$1,181,448.28	\$841,593.21
Police Traffic Services								
	PT-2016-00-00-00	Police Traffic Services	\$.00	\$6,855,755.71	\$.00	\$10,963,101.36	\$10,963,101.36	\$10,156,969.28
Police Traffic Services Total			\$.00	\$6,855,755.71	\$.00	\$10,963,101.36	\$10,963,101.36	\$10,156,969.28
Driver Education								
	DE-2016-00-00-00	Driver Education and Behavior	\$.00	\$17,269,962.56	\$.00	\$3,020,341.33	\$3,020,341.33	\$684,217.76
Driver Education Total			\$.00	\$17,269,962.56	\$.00	\$3,020,341.33	\$3,020,341.33	\$684,217.76
Safe Communities								
	SA-2016-00-00-00	Safe Communities	\$.00	\$34,597.78	\$.00	\$59,602.37	\$59,602.37	\$.00

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Safe Communities Total			\$.00	\$34,597.78	\$.00	\$59,602.37	\$59,602.37	\$.00
Pupil Transportation Safety								
	SB-2016-00-00-00	School Bus Safety	\$.00	\$86,511.00	\$.00	\$105,414.68	\$105,414.68	\$.00
Pupil Transportation Safety Total			\$.00	\$86,511.00	\$.00	\$105,414.68	\$105,414.68	\$.00
Speed Management								
	SC-2016-00-00-00	Speed Control	\$.00	\$315,576.06	\$.00	\$575,236.07	\$575,236.07	\$575,236.07
Speed Management Total			\$.00	\$315,576.06	\$.00	\$575,236.07	\$575,236.07	\$575,236.07
NHTSA 402 Total			\$.00	\$48,752,793.68	\$.00	\$19,063,855.77	\$19,063,855.77	\$12,690,614.02
MAP 21 405b OP High								
405b High HVE								
	M1HVE-2016-00-00-00	405 b High HVE	\$.00	\$.00	\$.00	\$560,000.00	\$560,000.00	\$.00
405b High HVE Total			\$.00	\$.00	\$.00	\$560,000.00	\$560,000.00	\$.00
405b High Training								
	M1TR-2016-00-00-00	405 b High Training	\$.00	\$29,071.37	\$.00	\$53,064.84	\$53,064.84	\$.00
405b High Training Total			\$.00	\$29,071.37	\$.00	\$53,064.84	\$53,064.84	\$.00
405b High Public Education								
	M1PE-2016-00-00-00	405 b High Public Education	\$.00	\$3,100,000.00	\$.00	\$3,100,000.00	\$3,100,000.00	\$.00
405b High Public Education Total			\$.00	\$3,100,000.00	\$.00	\$3,100,000.00	\$3,100,000.00	\$.00
405b High Community CPS Services								
	M1CPS-2016-00-00-00	405 b High Community CPS Services	\$.00	\$1,987,515.35	\$.00	\$2,233,150.28	\$2,233,150.28	\$.00
405b High Community CPS Services Total			\$.00	\$1,987,515.35	\$.00	\$2,233,150.28	\$2,233,150.28	\$.00
405b High OP Information System								
	M1OP-2016-00-00-00	405 b High Information System	\$.00	\$118,022.99	\$.00	\$471,904.30	\$471,904.30	\$.00
405b High OP Information System Total			\$.00	\$118,022.99	\$.00	\$471,904.30	\$471,904.30	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
405b High Alcohol								
	M1*AL-2016-00-00-00	405 b High as 402 Alcohol	\$.00	\$.00	\$.00	\$560,000.00	\$560,000.00	\$.00
	405b High Alcohol Total		\$.00	\$.00	\$.00	\$560,000.00	\$560,000.00	\$.00
405b High Occupant Protection								
	M1*OP-2016-00-00-00	405 b High	\$.00	\$35,066.89	\$.00	\$78,668.25	\$78,668.25	\$.00
	405b High Occupant Protection Total		\$.00	\$35,066.89	\$.00	\$78,668.25	\$78,668.25	\$.00
405b High Driver Education								
	M1*DE-2016-00-00-00	405 b High as 402 DE	\$.00	\$.00	\$.00	\$87,000.00	\$87,000.00	\$.00
	405b High Driver Education Total		\$.00	\$.00	\$.00	\$87,000.00	\$87,000.00	\$.00
405b High Railroad/Highway Crossings								
	M1*RH-2016-00-00-00	405 b High as 402 RH	\$.00	\$40,554.00	\$.00	\$72,199.40	\$72,199.40	\$.00
	405b High Railroad/Highway Crossings Total		\$.00	\$40,554.00	\$.00	\$72,199.40	\$72,199.40	\$.00
405b High Roadway Safety								
	M1*RS-2016-00-00-00	405 b High as 402 RS	\$.00	\$718,974.80	\$.00	\$486,392.92	\$486,392.92	\$.00
	405b High Roadway Safety Total		\$.00	\$718,974.80	\$.00	\$486,392.92	\$486,392.92	\$.00
405b High Safe Communities								
	M1*SA-2016-00-00-00	405 b High as 402 SA	\$.00	\$58,000.00	\$.00	\$150,001.92	\$150,001.92	\$.00
	405b High Safe Communities Total		\$.00	\$58,000.00	\$.00	\$150,001.92	\$150,001.92	\$.00
	MAP 21 405b OP High Total		\$.00	\$6,087,205.40	\$.00	\$7,852,381.91	\$7,852,381.91	\$.00
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2016-00-00-00	Traffic Records	\$.00	\$4,355,355.24	\$.00	\$8,013,948.69	\$8,013,948.69	\$.00
	405c Data Program Total		\$.00	\$4,355,355.24	\$.00	\$8,013,948.69	\$8,013,948.69	\$.00
	MAP 21 405c Data Program Total		\$.00	\$4,355,355.24	\$.00	\$8,013,948.69	\$8,013,948.69	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
MAP 21 405d Impaired Driving Mid								
405d Mid HVE								
	M5HVE-2016-00-00-00	405 d Mid High Visibility Enforcement	\$.00	\$2,533,921.29	\$.00	\$4,290,423.61	\$4,290,423.61	\$.00
	405d Mid HVE Total		\$.00	\$2,533,921.29	\$.00	\$4,290,423.61	\$4,290,423.61	\$.00
405d Mid Paid/Earned Media								
	M5PEM-2016-00-00-00	405 d Paid and Earned Media	\$.00	\$4,474,653.93	\$.00	\$5,086,579.87	\$5,086,579.87	\$.00
	405d Mid Paid/Earned Media Total		\$.00	\$4,474,653.93	\$.00	\$5,086,579.87	\$5,086,579.87	\$.00
405d Mid Training								
	M5TR-2016-00-00-00	405 d Mid Training	\$.00	\$3,670,547.42	\$.00	\$4,839,200.14	\$4,839,200.14	\$.00
	405d Mid Training Total		\$.00	\$3,670,547.42	\$.00	\$4,839,200.14	\$4,839,200.14	\$.00
	MAP 21 405d Impaired Driving Mid Total		\$.00	\$10,679,122.64	\$.00	\$14,216,203.62	\$14,216,203.62	\$.00
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Awareness								
	M9MA-2016-00-00-00	Motorcycle Safety	\$.00	\$500,000.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	405f Motorcyclist Awareness Total		\$.00	\$500,000.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	MAP 21 405f Motorcycle Programs Total		\$.00	\$500,000.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	NHTSA Total		\$.00	\$70,374,476.96	\$.00	\$49,646,389.99	\$49,646,389.99	\$12,690,614.02
	Total		\$.00	\$70,374,476.96	\$.00	\$49,646,389.99	\$49,646,389.99	\$12,690,614.02



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 6
Louisiana, Mississippi, New Mexico,
Oklahoma, Texas, Indian Nations

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August 26, 2015

The Honorable Greg Abbott
Governor of Texas
State Capitol
Post Office Box 12428
Austin, Texas

Dear Governor Abbott:

We have reviewed Texas' fiscal year 2016 Highway Safety Plan (HSP) as received on June 29, 2015. Based on this submission and subsequent revisions, we find your State's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

Specific details relating to the plan will be provided to your State Representative for Highway Safety, Lieutenant General Joe F. Weber, USMC (Ret).

We look forward to working with the Texas Department of Transportation (TxDOT) and its partners to meet our mutual goals of reduced fatalities, injuries, and crashes on Texas' roads. We also appreciate the State's participation in the Click It or Ticket and the Drive Sober or Get Pulled Over national campaigns. If we can be of assistance to you, please do not hesitate to contact us.

If you would like any additional information on Texas' HSP review please feel free to contact me at 817-978-3653.

Sincerely,

Georgia S. Chakiris
Regional Administrator

cc: LtGen J.F. Weber, USMC (Ret), TxDOT
Carol T. Rawson, TxDOT
Achille Alonzi, FHWA
Dr. Mary D. Gunnels, NHTSA



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 6
Louisiana, Mississippi, New Mexico,
Oklahoma, Texas, Indian Nations

819 Taylor Street
Room 8A38
Fort Worth, TX 76102-6177
Phone: 817-978-3653
Fax: 817-978-8339

August 26, 2015

LtGen J.F. Weber, USMC (Ret)
Executive Director
Governor's Highway Safety Representative
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483

Dear LtGen. Weber:

We have reviewed Texas' fiscal year 2016 Highway Safety Plan (HSP) as received on June 29, 2015. Based on this submission and subsequent revision dated August 25, 2015, we find your State's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

No specifications for equipment purchases over \$5,000 were found in our review of the documents submitted; therefore, no approvals are provided for purchase of such equipment with Federal funds at this time. However, the proposed purchase of two Gas Chromatographs and other future requests may be submitted to the Regional Administrator for consideration at any time.

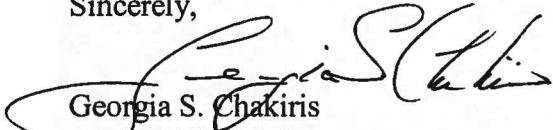
We appreciate the State's efforts to reduce traffic deaths, injuries, and economic costs by implementing the Click It or Ticket mobilization and by participating in the Drive Sober or Get Pulled Over campaign. We also congratulate the Texas Department of Transportation, Traffic Safety Section on its accomplishments in advancing our mutual traffic safety mission; however, as you know there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the Texas Department of Transportation, Traffic Safety Section and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Texas' roadways.



The efforts of the personnel of the Texas Department of Transportation, Traffic Safety Section in the development of the FY 2016 highway safety program are very much appreciated. We look forward to working with the Traffic Safety Section and its many partners on the successful implementation of the FY 2016 HSP.

Should you have questions, please contact me or Regional Program Manager Frank Marrero at (817) 978-3653.

Sincerely,



Georgia S. Chakiris
Regional Administrator

cc: Carol T. Rawson, TxDOT-TRF
Terry Pence, TxDOT-TRFTS
Achille Alonzi, FHWA
Dr. Mary D. Gunnels, NHTSA