U.S. Department of Transportation - **National Highway Traffic Safety Administration**

Fiscal Year	2019
NHTSA Grant Application	TEXAS - Highway Safety Plan - FY 2019
State Office	Texas Traffic Safety Section
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	TEXAS - Highway Safety Plan - FY 2019
Application Version:	2.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	No

STATUS INFORMATION

Submitted By:	Jessica Son
Submission On:	7/3/2018 10:10 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM

2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

The State of Texas has various data sources that contribute to forming problem identifications; establishing performance targets; developing evidence-based countermeasure strategies; project selection; and project and/or program evaluation. The majority of the data originates from TxDOT's Crash Records Information System (CRIS), which includes individual Texas Peace Officers Crash Reports (Form CR-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 by 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.

CRIS data supports problem identification 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 sync.

Problem Identification:

The Texas highway safety planning process consists of multiple steps covered by three general topics. TRF-TS uses a planning cycle that consists of ongoing 1) Review, 2) Assessment, and 3) Modifications. These steps are coordinated by the TRF-TS Program Planner, and this is an ongoing process of updates and adjustments based on available data and input.

Conduct Strategic Planning – The Planner coordinates the strategic planning process for the Traffic Safety Program. This involves the development of long- and short-term strategies. It provides the general mission of the Traffic Safety Program and is created through a process that includes input from TRF-TS Project and Program Managers and other program partners

The Planner coordinates the following:

- Review of past and current data and trends
- Review of past performance with program area managers
- Meetings with and input from traffic safety partners
- Review of crash data analysis compiled by TxDOT and others
- Validating of draft strategies and targets

Partner/stakeholder input is gathered through various means including regular Traffic Records Coordinating Committee (TRCC) meetings, data analysis from traffic records (TxDOT and other State and local agencies), meetings of the Impaired Driving Task Force, and the 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 from universities and institutions of higher learning, and survey results from media campaigns and learning institutions. It is through the analysis and synthesis of these data 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 HSP. The TRF-TS Planner is responsible for compiling 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' roadways.

Develop Performance Plan – The Planner coordinates the performance planning process 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 that includes input from Traffic Safety Program and Project Managers.

Using information gained from the strategic planning process, the Planner analyzes, compiles, and generates the HSP for the coming fiscal year, including:

- Comprehensive Statewide problem identification to pinpoint and prioritize program areas to be addressed
- Review and selection of appropriate, evidence-based *performance measures*
- Review and selection of appropriate, data-driven *targets* for selected performance measures
- Selection of emphasis *areas for priority funding* consideration
- Analysis of available resources including Federal, State, and local *funding* sources
- A *performance report* consisting of the previous year's activities and performance measures

Update Policies and Procedures – The TRF-TS Policy and Procedures Coordinator manages development, modification, and distribution of policies, procedures, and program training materials for the Traffic Safety Program. The Planner and the Policy and Procedures Coordinator meet as needed to review and update the *Traffic Safety Program Manual*.

Performance Measures and Targets:

TRF-TS coordinates development of priority traffic safety performance measures and targets for each program area using a strategic planning process. These performance measures and targets are carefully identified during the problem identification process. State and local agencies, as well as public and private organizations, then develop projects to support and implement the program's strategies.

Fifteen core performance measures developed by NHTSA, in collaboration with the Governors Highway Safety Association (GHSA) and others, as described in the *Traffic Safety Performance Measures for States and Federal Agencies* (DOT HS 811 025), are required to be included as a minimum when developing the State's strategies. These 15 core performance measures include 11 outcome measures, 1 behavior measure, and 3 activity measures. The 3 activity measures are reported annually.

Performance measures and targets are developed for all program areas that receive funding. For those program areas that fall outside of the NHTSA-GHSA core performance measures, justification for addressing them is established during the problem identification process.

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

FY 2019 performance measures, targets, and projects for each of the program areas are listed in this HSP.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

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, TRF-TS staff regularly brief groups and/or they participate in meetings through community 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, TRF-TS is staffed with program managers and traffic safety specialists who are continually engaging with partners, subgrantees, and other subject matter experts. The TRF-TS has Law Enforcement Liaisons (LELs) under contract and available to meet with law enforcement partners throughout the year. The TRF-TS works closely with the TRF Crash Data and Analysis Section, TRF Engineering, and other partners within TxDOT.

TRF-TS continually works with traffic safety partners and stakeholders. It co-hosts along with the Texas Transportation Institute (TTI) an annual statewide Traffic Safety Conference that provides and solicits input regarding various traffic safety topics as identified from year to year. The concerns of TRF-TS traffic safety partners are solicited, heard, and discussed at conferences, workshops, and meetings throughout the year. At numerous statewide forums, summits, meetings, workshops, coalition/task force meetings, and other events, State agencies and organizations are continually consulting with us and offering input. These Texas traffic safety stakeholders include organizations such as:

A&M Agrilife Extension Service
A&M Transportation Institute (TTI)
Alcoholic Beverage Commission (TABC)
American Automobile Assoc. (AAA)
Association of General Contractors
Austin Capital Metro
Austin TD – Vision Zero
Bicycle Advisory Committees
BNSF Railway Company
CAMPO
Center for Transportation Research (TTI)
Child Fatality Review Teams (CFRT)
City Governments, various

Commission on Law Enforcement (TCOLE)

Councils of Government

Department of Motor Vehicles (DMV)

Department of Public Safety (DPS)

Department of State Health Services (DSHS)

Federal Motor Carrier Admin.

Federal Railroad Administration

FHWA

Fire/EMS Departments

Hillcrest Baptist Medical Center

Houston Tomorrow

Impaired Driving Task Force

Kimley-Horn (design consulting)

Lee Engineering

MADD

Metropolitan Planning Organizations (MPO)

Mobisoft (software development)

Motorcycle Safety Task Force

NCTCOG

NHTSA

North Texas Tollway Authority

NSC Our Driving Concern

Office of Court Administration

Operation Life Saver

Other traffic safety advocacy groups

Police Departments, various

San Antonio TCI

SUB Consulting Services, LLC.

Tarrant County

Teens in the Driver Seat

Texans Standing Tall

Texas Association of County Engineers and Road Administrators (TACERA)

Texas Impaired Driving Task Force

Texas Safe Kids

Texas Tech University (TTU)

The Injury Prevention Center of Greater Dallas

The University of Texas

TX Center for Judiciary (TCJ)

TX District and County Attorney's Assoc (TDCAA)

TX Education Association (TEA)

TX Good Roads Assoc.

TX Motorcycle Safety Coalition (TMSC)

TX Municipal Courts Education Training Center

TX Municipal Police Association (TMPA)

TX Oil and Gas Association
TX Operation Lifesavers
TX Teen Safe Driving Coalition
TX Transit Safety Professionals Assoc.
TX Trucking Association
TxLTAP (Local Technical Assistance)
Union Pacific Railroad Public Safety
University Health System
Vision Zero ATX
Walk Austin
Williamson County

Law enforcement subgrantees are providing input through their Law Enforcement Liaisons (LELs), as well as through the grant proposal and monitoring process. Currently, TRF-TS has access to more than 100 State, county, and local law enforcement agencies that can be utilized to provide feedback and information.

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 active membership in 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, Texas Department of Public Safety, Texas Department of Motor Vehicles, Office of Court Administration, 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 sends e-mail notifications to registered users of TRF-TS eGrants.

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

Texas, the largest state in the contiguous United States, is bound by Oklahoma (N), Arkansas (NE), Louisiana (E), the Gulf of Mexico (SE), Mexico (SW), and New Mexico (W). From North-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.

U.S. Census Quick Facts indicate, in 2017 approximately 43 percent of Texas population are Anglo, 39 percent Hispanic, 13 percent Black, and 5 percent 'other' racial/ethnic. About 26 percent of the population is less than 18 years old, while 12 percent are 65 or older[1]. It also indicates that in 2017 Texas population is approximately 28,304,596 (an increase from 27,862,596 in 2016).[2]

Texans live in 254 counties that range from 134 people (Loving) to 4,652,980 people (Harris), and approximately 1,216 incorporated cities ranging from 35 people (Impact) to 2,303,482 people (Houston).

There are approximately 24.5 million Texas registered vehicles[3]. Texas licensed drivers numbered 17,663,163 in 2018, an increase of 1,783,287 licensed drivers from 2015[4].

There are approximately 80,423 centerline miles of state-maintained roadways, including 3,417 miles of Interstate highways, 11,905 miles of U.S. highways, and 16,406 miles of Texas highways. Another 40,910 miles on the state system are designated as Farm or Ranch to Market roads. 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, 73 percent of all vehicle miles traveled (VMT) occurs on state-maintained highways. Average daily VMT on state-maintained highways is 515.9 million miles. The average daily VMT on all roadways in the state is 707.2 million miles. The average annual VMT on state-maintained highways is 188.4 billion miles; 258.3 billion on all state roadways[5].

TxDOT provides statewide crash trends for the previous five years in the HSP and the Annual Report to NHTSA. These documents provide a crash and casualty report encompassing absolute numbers and mileage-based rates for both crashes and casualties by severity. Texas tracks fatalities based on location in either a rural or urban setting. According to the form CR-3, 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.

Emphasis Areas

The areas of emphasis include problems identified by Texas as needing extra attention in order to improve traffic safety and reduce fatalities. Additional Texas data can be found in the problem identification and data provided in each program area.

- Total Fatalities /Injuries - In 2016, there were 3,776 traffic fatalities (FARS) and 14,217 incapacitating injuries in traffic crashes (TxDOT).

- Impaired Driving - There were 1,438 Alcohol-impaired fatalities (FARS) in Texas in 2016. According to the most current available data from NHTSA, in 2015 Texas ranked 5th in the nation for the number of alcohol-impaired fatalities per 100 million vehicle miles traveled (MVMT). Texas is classified as a mid-range fatality state eligible for Fast Act Section 405(D) funding.

- Motorcycles – There were 490 motorcyclist fatalities in 2016 (FARS), of which 265 (54%) were not wearing a helmet.

- Safety Belts – Texas recorded 929 unrestrained passenger fatalities in 2016, up from 879 in 2015. Texas’ safety belt usage rate for 2017 is 91.93%[6] using the approved survey methodology in TTI’s statewide survey for front seat drivers and passengers.

- Speeding - Of the 3,776 crash fatalities in 2016, 1,069 (28.3%) were speed-related fatalities (FARS).

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

Determining Performance Measures and Target Selection

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.

TxDOT establishes both short- (1 year) and long-term (3 years) targets for the program areas in this HSP.

TxDOT uses a linear trend analysis to establish the new target(s). The linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets is analyzed. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2019) and long-term (2021) targets are consistent with the methodology used to establish SHSP targets and the short term targets are identical to the HSIP targets. The SHSP utilized a data-driven, multi-year, collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%

2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

When core measures are being projected, Texas uses FARS data. These targets and benchmarks are adjusted based on availability of new data and re-projected to allow for changes in the trends.

TRF-TS 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 & education outreach in an attempt to modify behaviors that have been proven to lead to crashes. In order for grant 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.

Core Performance Measures & Data Source

TRF-TS develops objectives and performance measures to improve traffic safety by setting targets with a goal of reducing the overall number of crashes, injuries and fatalities on Texas roadways. Charting of these targets is completed at the end of the process when data analysis, traffic safety partner input, and TRF-TS input are complete. Below are the Traffic Safety Performance Measures as defined by NHTSA and GHSA. Please see HSP Program Area sections for details.

Performance Measure	Data Type	Data Source
A-1	**Seat Belt Citations Issued/Funded Enforcement**	**TRF-TS eGrants**
A-2	**Impaired Driving Arrests/Funded Enforcement Activities**	**TRF-TS eGrants**
A-3	**Speeding Citations During Funded Enforcement Activities**	**TRF-TS eGrants**
B-1	**Observed Seat Belt Use for Passenger Vehicles, Front Seat**	**TTI**

Outboard Occupants

(called Texas Statewide Survey of Seat Belt Use**)**

C-1	**Total Traffic Fatalities, 2011-2015**	**FARS**
C-2	**Number of Incapacitating Injuries, 2012-2016**	**CRIS**
C-3	**Deaths per 100 Million Vehicle Miles Traveled**	**FARS**
C-4	**Unrestrained Passenger Fatalities**	**FARS**
C-5 (C-10 & C-11)	**Non-Motorized Fatalities and Serious Injuries**	**FARS & CRIS**
C-6	**Speed-Related Fatalities**	**FARS**
C-7	**Motorcycle Fatalities**	**FARS**
C-8	**Unhelmeted Motorcycle Fatalities**	**FARS**
C-9	**Drivers in Fatal Crashes Aged Under 21**	**FARS**
C-10	**Pedestrian Fatalities**	**FARS**
C-11	**Bicycle Fatalities**	**FARS**

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[1] United States Census Bureau, Quick Facts 2016 https://www.census.gov/quickfacts/fact/table/US/PST045216 05/18/2018

[2] United States Census Bureau, Annual Estimates of Resident Population, https://www.census.gov/data/tables/2016/demo/popest/state-total.html 5/18/2018

[3] Texas Department of Motor Vehicles 2017 http://www.txdmv.gov/about-us 05/18/2018

[4] Texas Department of Public Safety 2018 1/7/2018

[5] Texas Department of Transportation Pocket Facts FY2015-2016 http://ftp.dot.state.tx.us/pub/txdot-info/gpa/pocket_facts.pdf 5/18/218.

[6] *2017Texas Statewide Survey of Seat Belt Use.* Texas A&M University, Texas Transportation Institute, Center for Transportation Safety. Sept. 2017.

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

Evidence-Based Strategy & Project Selection

Traffic Safety Partners Input

Evidence-based strategy selection and project selection are limited to TRF-TS program staff. Scoring teams, reviewers, and other staff involved in the selection process are comprised of traffic safety supervisors, lead workers, managers, and specialists.

Data Sources

During the Proposal Scoring process, of proposals submitted during the Request for Proposals (RFP) period, the only data that can be considered by the scoring team is data contained in the problem identification and the proposed solution. Research online, or other research/data outside the proposal or program is not allowed by TRF-TS policy. Proposal scorers must score and make determination based solely on the submitted proposal, without any outside influence.

Proposal Review, Scoring, and Selection

State agencies and other eligible organizations interested in traffic safety issues submit project proposals when requested by TRF-TS. 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, interested parties must be Texas state or local government, educational institution, non-profit, or advertising agency. Grants are awarded based on score, merit/performance rating, project relevancy, significance of identified traffic safety problem and solution, and available funding.

TRF-TS uses these traffic safety project proposals during development of the HSP. Proposals must be submitted through the TxDOT Traffic Safety Electronic Grants Management System (TRF-TS eGrants) by the announced deadline.

Proposals must include the most current data available to identify the 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 traffic safety program and submitted proposals.

A submitted project proposal must contain a current, relevant, data-driven problem identification and solution, a list of reasonable and attainable targets, and a plan to meet the project objectives.

Once the RFP period is over, a list is generated of proposals that meet minimum qualifications for funding. These proposals are sorted by program area and assigned to scoring teams. Scoring teams are comprised of TRF-TS program managers, Traffic Safety Specialists (TSSs), and other TRF-TS 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 affected proposal pages. Reviewers do not combine comments on a single page, but post comments directly on each 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 leaders do not score proposals, instead are responsible for overseeing the review/scoring activities of their assigned scoring team. A team leader's duties consist of:

- Serving as point of contact for questions from the team and coordinating responses during the scoring process
- Checking the progress of the team during the scoring period
- Reviewing proposals' internal comments submitted by reviewers and forwarding proposals once all comments and scores have been entered.

Scoring teams review and evaluate General (non-STEP) traffic grant proposals for applicability to Texas and to community traffic safety problems. Each qualifying General proposal is scored based on the following criteria:

- Strength of problem identification, supported with appropriate, current, verifiable documentation of the State or local traffic safety problem
- Quality of the proposed solution
- Realistic objectives, performance measures, targets, and activities
- Cost eligibility
- Percent of matching funding proposed
- Reasonable and necessary budget

A subgrantee's prior performance and grade will be reviewed as a component of "demonstrated effectiveness" in providing traffic safety projects and will be considered during the grant award process. After all proposals are scored, TRF-TS staff check the proposing agency's performance grade for the project's previous grant period. Agency projects that receive 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" may 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 expected to demonstrate improved performance through the first three months of the grant period. Agency projects receiving an "F" also may not be funded through the current RFP cycle, unless it's determined to be in the best interest of the Program, and they too would be expected to demonstrate improved performance through the first three months of the grant period, and in addition would be closely monitored during the grant period. All first-year traffic safety projects will be considered neutral in the grading process and will be viewed as having received a "C" the prior year.

TRF-TS staff will review each STEP proposal 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 proposal grading is complete, the TRF-TS Planner develops a preliminary project list, ranked by score and program area. Projects will then be selected from this list based on factors such as program area, potential impact on traffic safety problem, score, grade, and available funding/resources. After analysis of the available crash data, traffic safety partners input, TRF-TS input, and funding assignments, proposals are divided into three categories: Core competencies, core auxiliaries, and contiguous competencies.

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, and occupant protection measures, except public information and education.

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

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 funding equates to an estimated

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, and/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.

At the conclusion of the negotiation period, the project is listed on the final funding list and added to this HSP in preparation for approval by the TxDOT Transportation Commission and then submission to NHTSA for final approval.

Enter list of information and data sources consulted.

As described above, the State of Texas has various data sources that contribute to forming problem identifications establishing performance targets; developing evidence-based countermeasure strategies; project selection; and project and/or program evaluation. The majority of the data originates from TxDOT's Crash Records Information System (CRIS), and additional roadway inventory data from TxDOT's Transportation Planning and Programming Division (TPP) are merged with crash and injury-related information. This allows TxDOT to perform analysis of vehicle miles traveled and roadway-specific characteristics analysis. Crash data, driver, vehicle, roadway characteristics, and other contributing factors are collected by TxDOT.

Data sources may include any of the following:

- TxDOT Crash Records Information System (CRIS)
- TxDPS and local police departments' data (crash, arrest, and citation)
- Department of State Health Services or regional or local health agencies
- Emergency medical service providers (EMS-run data)
- Evaluations and assessments
- 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 federal Fatality Analysis and Reporting System (FARS), and the TxDOT Crash Records Information System (CRIS). Differences in coding, variables coded, and definitions of these variables render problematic the direct comparisons among the data in the systems. 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 these crashes) that involve alcohol and/or other drugs and to a lesser extent for crashes involving specific vehicle types. The definitions offered in this data glossary are provided both to assist in clarifying these 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 ≥ .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."

M, X, and B Values are the variables in a linear equation (y=mx+b) where m represents the slope of the line, X represents the number of years away from the baseline, and B represents the baseline value of the equation.

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-wheels), other motored cycle type (minibikes, motor scooters), or unknown motored cycle type.

Railroad Grade Crossing Crashes - CRIS: Crashes at an at-grade railroad grade 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 crashes and casualty rates use Texas population estimates derived from FHWA's Highway Statistics and/or U.S. Census Estimates for the relevant year. *CRIS:* Texas population data is used for calculating population-based crash and casualty rates 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 it's construction related.

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

The Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Plan (HSIP) (23 U.S.C. § 148). The SHSP is a statewide coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on public roads. The SHSP identifies the 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 Es 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.

TxDOT is not only responsible for preparing, maintaining, and striving to reach goals of the HSP, but also the Strategic Highway Safety Plan (SHSP), and the HSIP. The SHSP process is maintained through Texas A&M University's Texas Transportation Institute (TTI).

TRF-TS remains in contact and coordinates with TTI and other partners and stakeholders to update the SHSP and work toward targets identified in the SHSP. When targets are set in the SHSP (especially the Five Core Measures: Fatalities, Fatality Rate, Serious Injuries, Serious Injuries Rate, And Non-Motorized Fatalities & Serious Injuries) the HSP's targets are also set using the same methodology in effort to maintain consistency across the respective plans. When other targets in the SHSP are also listed in this HSP, if appropriate and reasonable, this HSP will set targets using the same methodology. If targets required for this HSP are not present in the SHSP, then TRF-TS will set targets for those particular program areas.

As a result, the three coordinated plans have synced methodologies and strive to ensure a common vision and direction. Charts containing data for the 5 Core Measures are synced with those contained in the SHSP.

In addition, both the Traffic Safety Section and the Engineering Section, both of the TxDOT Traffic Operations Division, have collaborated on coordinating the generation of the SHSP and the HSP. Meetings, exchange of ideas, coordination of projects, data analysis, and a constant flow of communication ensures that these projects work together towards common targets and objectives.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress

C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Through the problem identification process, Texas has identified 14 program areas to address traffic fatalities in the state. The Texas Traffic Safety Program has executed 239 grants for projects that are currently being implemented in these 14 program areas, all of which are working toward reducing the number of traffic fatalities in the state. These include law enforcement and general grants.
The total fatalities as reported by the FY16 FARS ARF (3,776) and 2017 CRIS data (3,726) indicate a slight decline and the FY18 target of 3,703.8 remains achievable.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Through the problem identification process, Texas has identified 14 program areas to address serious injuries in traffic crashes in the state. The Texas Traffic Safety Program has executed 239 grants for projects that are currently being implemented in these 14 program areas, all of which are working toward reducing the number of serious injuries in the state. These include law enforcement and general grants.
The total fatalities as reported by the FY16 CRIS (17,602) and 2017 CRIS data (17,546) indicate a slight decline and the FY18 target of 17,565.4 remains achievable.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Through the problem identification process, Texas has identified 14 program areas to address traffic fatalities in the state, including fatalities per 100M VMT. The Texas Traffic Safety Program has executed 239 grants for projects that are currently being implemented in these 14 program areas, all of which are working toward reducing the number of traffic fatalities in the state. These include law enforcement and general grants.
The total fatalities per 100M VMT as reported by the FY16 CRIS (1.40 [FARS ARF not yet available]) and 2017 CRIS data (1.36) indicate a slight decline and the FY18 target of 1.36 remains achievable.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FY18, Texas has executed grants for 127 projects that aim to reduce the number of unrestrained passenger vehicle fatalities. These include law enforcement and general grants.
The total unrestrained passenger vehicle fatalities as reported by FY16 FARS ARF (929) and 2017 CRIS data (929) indicate that the number of fatalities is holding steady, and the FY18 target of 941 remains achievable.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FY18, Texas has executed grants for 110 projects that aim to reduce the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher. These include law enforcement and general grants.
Total fatalities involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher as reported by the FY16 FARS (1,438) and 2017 CRIS data (1,345) indicate a slight increase; however, the FY18 target of 1,505 remains achievable.

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FY18, Texas has executed grants for 83 projects that aim to reduce the number of speeding-related fatalities.
The total number of speeding-related fatalities as reported by the FY16 FARS (1,069) and 2017 CRIS data (1,313) indicate an increase; however, Texas is working toward the FY18 target of 1,139.

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FY18, Texas has executed grants for 3 projects that aim to reduce the number of motorcyclist fatalities.
The total number of motorcyclist fatalities as reported by the FY16 FARS (490) and 2017 CRIS data (501) indicate an increase; however, Texas is working toward the FY18 target of 427.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FY18, Texas has executed grants for 3 projects that aim to reduce the number of unhelmeted motorcyclist fatalities.
The total number of unhelmeted motorcyclist fatalities as reported by the FY16 FARS (265) and 2017 CRIS data (258) indicate an increase; however, Texas is working toward the FY18 target of 214.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Through the problem identification process, Texas has identified 14 program areas to address traffic fatalities in the state, including fatalities per 100M VMT. The Texas Traffic Safety Program has executed 239 grants for projects that are currently being implemented in these 14 program areas. All of these efforts include the goal of reducing the number of drivers aged 20 or younger involved in fatal crashes in the state. These include law enforcement and general grants.
The total number of drivers aged 20 or younger involved in fatal crashes as reported by the FY16 FARS ARF (451) and 2017 CRIS data (446) indicate a slight decline, and the FY18 target of 479 remains achievable.

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FY18, Texas has executed grants for 14 projects that aim to reduce the number of pedestrian fatalities.
The total pedestrian fatalities as reported by the FY16 FARS ARF (672) and 2017 CRIS data (613) indicate a decline, and Texas is working toward the FY18 target of 591.

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FY18, Texas has executed grants for 14 projects that aim to reduce the number of bicyclist fatalities.
The total bicyclist fatalities as reported by the FY16 FARS ARF (65) and 2017 CRIS data (57) indicate a decline, and Texas is working toward the FY18 target of 52.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

For FY18, Texas has executed grants for 40 projects that aim to increase the observed seat belt use for passenger vehicles, front seat outboard occupants. These include law enforcement and general grants.
The observed seat belt use for passenger vehicles, front seat outboard occupants, as reported by the FY16 FARS ARF (92%, rounded up from 91.61%) and 2017 CRIS data (91.93%) indicate an increase, and the FY18 target of 91.93% remains achievable.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	3,791.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	17,751.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.414
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2019	2019	941.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	1,530.0
C-6) Number of speeding-related fatalities (FARS)	Annual	2019	2019	1,127.0
C-7) Number of motorcyclist fatalities (FARS)	Annual	2019	2019	420.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2019	2019	206.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2019	2019	482.0
C-10) Number of pedestrian fatalities (FARS)	Annual	2019	2019	608.0
C-11) Number of bicyclists fatalities (FARS)	Annual	2019	2019	52.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2019	91.7
A-1 Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities	Annual	2019	2019	
A-2) Number of Impaired Driving Arrests Made During Grant Funded Enforcement Activities	Annual	2019	2019	
A-3) Number of Speeding Citations Issued During Grant Funded Enforcement Activities	Annual	2019	2019	
Total Traffic-Related Fatal Crashes	Annual	2019	2019	3,504.0
DUI Serious Injuries	Annual	2019	2019	2,346.0
Alcohol-impaired VMT Fatality Rate	Annual	2019	2019	0.6
Percentage of Alcohol Fatalities	Annual	2019	2019	0.4

Students Trained in Initial EMS Certification in Rural and Frontier Areas	Annual	2019	2019	1,522.0
Students Trained in Continuing EMS Certification in Rural and Frontier Areas	Annual	2019	2019	145.0
Motorcycle Operators Killed with a BAC+ .08	Annual	2019	2019	62.0
Motorcycle Fatalities Per 100,000 Licensed Operators	Annual	2019	2019	39.2
Child Passenger Restraint Usage	Annual	2019	2019	85.1
Pedestrian Serious Injuries	Annual	2019	2019	1,389.0
Bicycle Serious Injuries	Annual	2019	2019	344.0
Fatal Crashes in Intersections	Annual	2019	2019	742.0
Serious Injury Crashes in Intersections	Annual	2019	2019	6,009.0
Distracted Driving Related Fatal Crashes	Annual	2019	2019	419.0
Distracted Driving Related Serious Injury Crashes	Annual	2019	2019	2,519.0
Speeding Related Serious Injuries	Annual	2019	2019	2,180.0
Number of Crash Records Available for Reporting within 30 Days of the Date of Crash	Annual	2019	2019	613,957.0
Percentage of All Crash Reports Entered into the Database within 30 Days after the Crash	Annual	2019	2019	1.0
Fatal Crashes with a Driver Age 15 - 20	Annual	2019	2019	444.0
16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)	Annual	2019	2019	10.1
Urban Fatalities	Annual	2019	2019	1,899.0
Rural Fatalities	Annual	2019	2019	2,074.0
Railroad Fatal Crashes	Annual	2019	2019	9.0
Railroad Serious Injury Crashes	Annual	2019	2019	73.0
Work Zone Fatalities	Annual	2019	2019	204.0
Work Zone Serious Injuries	Annual	2019	2019	862.0
Large Truck Fatalities	Annual	2019	2019	487.0
Large Truck Fatal Crashes	Annual	2019	2019	413.0
Number of Community Coalitions	Annual	2019	2019	20.0
School Bus Passenger Fatalities	Annual	2019	2019	2.1
Non-motorized Fatalities and Serious Injuries	5 Year	2015	2019	2,394.0
Serious Injuries per 100 Million VMT	5 Year	2015	2019	6.6

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 3,791.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This is a required performance measure. The target number 3,791 is a five year rolling average of FARS data starting 2015. TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

Target Value: 17,751.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This is a required performance measure. The target number 17,751 is a five year rolling average of state crash data starting 2015. TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric

Target Value: 1.414

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This is a required performance measure. The target number 1,414 is a five year rolling average of FARS data starting 2015. TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

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

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

Target Value: 941.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This is a required performance measure. TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019

Target Metric Type: Numeric

Target Value: 1,530.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This is a required performance measure. TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 1,127.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This is a required performance measure. TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 420.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This is a required performance measure. TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 206.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This is a required performance measure. TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019

Target Metric Type: Numeric

Target Value: 482.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This is a required performance measure. TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 608.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This is a required performance measure. TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 52.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This is a required performance measure. TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Percentage

Target Value: 91.7

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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A-1 Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities

Is this a traffic records system performance measure?

No

A-1 Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities-2019

Target Metric Type: Numeric

Target Value:

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This performance measure does not have an established target.

A-2) Number of Impaired Driving Arrests Made During Grant Funded Enforcement Activities

Is this a traffic records system performance measure?

No

A-2) Number of Impaired Driving Arrests Made During Grant Funded Enforcement Activities-2019

Target Metric Type: Numeric

Target Value:

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This performance measure does not have an established target.

A-3) Number of Speeding Citations Issued During Grant Funded Enforcement Activities

Is this a traffic records system performance measure?

No

A-3) Number of Speeding Citations Issued During Grant Funded Enforcement Activities-2019

Target Metric Type: Numeric

Target Value:

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This performance measure has no established target.

Total Traffic-Related Fatal Crashes

Is this a traffic records system performance measure?

No

Total Traffic-Related Fatal Crashes-2019

Target Metric Type: Numeric

Target Value: 3,504.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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DUI Serious Injuries

Is this a traffic records system performance measure?

No

DUI Serious Injuries-2019

Target Metric Type: Numeric

Target Value: 2,346.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Alcohol-impaired VMT Fatality Rate

Is this a traffic records system performance measure?

No

Alcohol-impaired VMT Fatality Rate-2019

Target Metric Type: Numeric

Target Value: 0.6

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Percentage of Alcohol Fatalities

Is this a traffic records system performance measure?

No

Percentage of Alcohol Fatalities-2019

Target Metric Type: Percentage

Target Value: 0.4

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Students Trained in Initial EMS Certification in Rural and Frontier Areas

Is this a traffic records system performance measure?

No

Students Trained in Initial EMS Certification in Rural and Frontier Areas-2019

Target Metric Type: Numeric

Target Value: 1,522.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Students Trained in Continuing EMS Certification in Rural and Frontier Areas

Is this a traffic records system performance measure?

No

Students Trained in Continuing EMS Certification in Rural and Frontier Areas-2019

Target Metric Type: Numeric

Target Value: 145.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Motorcycle Operators Killed with a BAC+ .08

Is this a traffic records system performance measure?

No

Motorcycle Operators Killed with a BAC+ .08-2019

Target Metric Type: Numeric

Target Value: 62.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Motorcycle Fatalities Per 100,000 Licensed Operators

Is this a traffic records system performance measure?

No

Motorcycle Fatalities Per 100,000 Licensed Operators-2019

Target Metric Type: Numeric

Target Value: 39.2

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Child Passenger Restraint Usage

Is this a traffic records system performance measure?

No

Child Passenger Restraint Usage-2019

Target Metric Type: Percentage

Target Value: 85.1

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Pedestrian Serious Injuries

Is this a traffic records system performance measure?

No

Pedestrian Serious Injuries-2019

Target Metric Type: Numeric

Target Value: 1,389.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Bicycle Serious Injuries

Is this a traffic records system performance measure?

No

Bicycle Serious Injuries-2019

Target Metric Type: Numeric

Target Value: 344.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Fatal Crashes in Intersections

Is this a traffic records system performance measure?

No

Fatal Crashes in Intersections-2019

Target Metric Type: Numeric

Target Value: 742.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Serious Injury Crashes in Intersections

Is this a traffic records system performance measure?

No

Serious Injury Crashes in Intersections-2019

Target Metric Type: Numeric

Target Value: 6,009.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Distracted Driving Related Fatal Crashes

Is this a traffic records system performance measure?

No

Distracted Driving Related Fatal Crashes-2019

Target Metric Type: Numeric

Target Value: 419.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Distracted Driving Related Serious Injury Crashes

Is this a traffic records system performance measure?

No

Distracted Driving Related Serious Injury Crashes-2019

Target Metric Type: Numeric

Target Value: 2,519.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Speeding Related Serious Injuries

Is this a traffic records system performance measure?

No

Speeding Related Serious Injuries-2019

Target Metric Type: Numeric

Target Value: 2,180.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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Number of Crash Records Available for Reporting within 30 Days of the Date of Crash

Is this a traffic records system performance measure?

Yes

Primary performance attribute:

Core traffic records data system to be impacted:

Number of Crash Records Available for Reporting within 30 Days of the Date of Crash-2019

Target Metric Type: Numeric

Target Value: 613,957.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Percentage of All Crash Reports Entered into the Database within 30 Days after the Crash

Is this a traffic records system performance measure?

Yes

Primary performance attribute:

Core traffic records data system to be impacted:

Percentage of All Crash Reports Entered into the Database within 30 Days after the Crash-2019

Target Metric Type:

Target Value: 1.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State’s improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Fatal Crashes with a Driver Age 15 - 20

Is this a traffic records system performance measure?

No

Fatal Crashes with a Driver Age 15 - 20-2019

Target Metric Type: Numeric

Target Value: 444.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)

Is this a traffic records system performance measure?

No

16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)-2019

Target Metric Type: Numeric

Target Value: 10.1

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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Urban Fatalities

Is this a traffic records system performance measure?

No

Urban Fatalities-2019

Target Metric Type: Numeric

Target Value: 1,899.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Rural Fatalities

Is this a traffic records system performance measure?

No

Rural Fatalities-2019

Target Metric Type: Numeric

Target Value: 2,074.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Railroad Fatal Crashes

Is this a traffic records system performance measure?

No

Railroad Fatal Crashes-2019

Target Metric Type: Numeric

Target Value: 9.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Railroad Serious Injury Crashes

Is this a traffic records system performance measure?

No

Railroad Serious Injury Crashes-2019

Target Metric Type: Numeric

Target Value: 73.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Work Zone Fatalities

Is this a traffic records system performance measure?

No

Work Zone Fatalities-2019

Target Metric Type: Numeric

Target Value: 204.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

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Work Zone Serious Injuries

Is this a traffic records system performance measure?

No

Work Zone Serious Injuries-2019

Target Metric Type: Numeric

Target Value: 862.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Large Truck Fatalities

Is this a traffic records system performance measure?

No

Large Truck Fatalities-2019

Target Metric Type: Numeric

Target Value: 487.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Large Truck Fatal Crashes

Is this a traffic records system performance measure?

No

Large Truck Fatal Crashes-2019

Target Metric Type: Numeric

Target Value: 413.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Number of Community Coalitions

Is this a traffic records system performance measure?

No

Number of Community Coalitions-2019

Target Metric Type: Numeric

Target Value: 20.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

School Bus Passenger Fatalities

Is this a traffic records system performance measure?

No

School Bus Passenger Fatalities-2019

Target Metric Type: Numeric

Target Value: 2.1

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Non-motorized Fatalities and Serious Injuries

Is this a traffic records system performance measure?

No

Non-motorized Fatalities and Serious Injuries-2019

Target Metric Type: Numeric

Target Value: 2,394.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

Serious Injuries per 100 Million VMT

Is this a traffic records system performance measure?

No

Serious Injuries per 100 Million VMT-2019

Target Metric Type: Numeric

Target Value: 6.6

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

TxDOT established its 2019 HSP performance targets based on both data projections and discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, lower gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct.	Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Fiscal year	2017
Seat belt citations	54037

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Fiscal year	2017
Impaired driving arrests	5048

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Fiscal year	2017
Speeding citations	290197

5 Program areas

Program Area Hierarchy

1. Impaired Driving (Drug and Alcohol)
    - Impaired Driving Training
        - 2019-ESCVI-G-1YG-0086
            - FAST Act 405d Impaired Driving Mid
        - 2019-MADD-G-1YG-0077
            - FAST Act 405d Impaired Driving Mid
        - 2019-NSC-G-1YG-0005
            - FAST Act 405d Impaired Driving Mid
        - 2019-SHSU-G-1YG-0114
            - FAST Act 405d Impaired Driving Mid
        - 2019-SHSU-G-1YG-0115
            - FAST Act 405d Impaired Driving Mid
        - 2019-SHSU-G-1YG-0116
            - FAST Act 405d Impaired Driving Mid
        - 2019-TAC-G-1YG-0085
            - FAST Act 405d Impaired Driving Mid
        - 2019-TCJ-G-1YG-0078
            - FAST Act 405d Impaired Driving Mid
        - 2019-TDCAA-G-1YG-0016
            - FAST Act 405d Impaired Driving Mid
        - 2019-TJCTC-G-1YG-0079
            - FAST Act NHTSA 402
        - 2019-TMCEC-G-1YG-0018
            - FAST Act NHTSA 402
        - 2019-TMPA-G-1YG-0008
            - FAST Act 405d Impaired Driving Mid
        - 2019-TMPA-G-1YG-0009
            - FAST Act 405d Impaired Driving Mid
        - 2019-TMPA-G-1YG-0011
            - FAST Act 405d Impaired Driving Mid
        - 2019-TMPA-G-1YG-0015
            - FAST Act 405d Impaired Driving Mid
        - 2019-TMPA-G-1YG-0109
            - FAST Act 405d Impaired Driving Mid
        - 2019-TST-G-1YG-0192
            - FAST Act 405d Impaired Driving Mid
        - 2019-TST-G-1YG-0193
            - FAST Act 405d Impaired Driving Mid

- 2019-TTI-G-1YG-0039
  - FAST Act 405d Impaired Driving Mid
- 2019-TTI-G-1YG-0042
  - FAST Act 405d Impaired Driving Mid
- 2019-TTI-G-1YG-0053
  - FAST Act 405d Impaired Driving Mid
- 2019-TxDPSTF-G-1YG-0002
  - FAST Act 405d Impaired Driving Mid

- Impaired Driving Public Information Campaigns
  - 2019-Hillcres-G-1YG-0084
    - FAST Act NHTSA 402
  - 2019-Texas Ag-G-1YG-0106
    - FAST Act NHTSA 402
  - 2019-Travis C-G-1YG-0012
    - FAST Act NHTSA 402
  - 2019-TST-G-1YG-0194
    - FAST Act NHTSA 402
  - 2019-TST-G-1YG-0195
    - FAST Act NHTSA 402
  - 2019-TTI-G-1YG-0072
    - FAST Act NHTSA 402
  - 2019-TxDOT-G-1YG-0254
    - Other
  - 2019-TxDOT-G-1YG-0257
    - FAST Act 405d Impaired Driving Mid
- Impaired Driving Evaluation
  - 2019-TTI-G-1YG-0043
    - FAST Act NHTSA 402
  - 2019-TTI-G-1YG-0051
    - FAST Act NHTSA 402
  - 2019-TTI-G-1YG-0054
    - FAST Act 405d Impaired Driving Mid
- Impaired Driving Enforcement
  - 2019-BexarCoD-G-1YG-0111
    - FAST Act 405d Impaired Driving Mid
  - 2019-HarrisDA-G-1YG-0118
    - FAST Act 405d Impaired Driving Mid
  - 2019-MCDAO-G-1YG-0121
    - FAST Act 405d Impaired Driving Mid
  - 2019-TABC-G-1YG-0080
    - FAST Act NHTSA 402
  - 2019-TarrantC-G-1YG-0182
    - FAST Act 405d Impaired Driving Mid
  - 2019-TDPS-G-1YG-0003
    - FAST Act 405d Impaired Driving Mid
  - 2019-TxDOT-G-1YG-0256
    - FAST Act 405d Impaired Driving Mid

2. Driver Education and Behavior
   - Driver Education and Behavior Training
     - 2019-ESCVI-G-1YG-0090
       - FAST Act NHTSA 402
     - 2019-NSC-G-1YG-0004
       - FAST Act NHTSA 402
     - 2019-TTI-G-1YG-0076
       - FAST Act NHTSA 402

- Driver Education and Behavior Public Information Campaigns
  - 2019-Hillcres-G-1YG-0206
    - FAST Act NHTSA 402
  - 2019-IPCOGD-G-1YG-0146
    - FAST Act NHTSA 402
  - 2019-MHH-G-1YG-0144
    - FAST Act NHTSA 402
  - 2019-TAFCC-G-1YG-0158
    - FAST Act NHTSA 402
  - 2019-TMCEC-G-1YG-0020
    - FAST Act NHTSA 402
  - 2019-TTI-G-1YG-0065
    - FAST Act NHTSA 402
  - 2019-TTI-G-1YG-0073
    - FAST Act NHTSA 402
  - 2019-TxDOT-G-1YG-0249
    - FAST Act 405e Special Distracted Driving
  - 2019-TxDOT-G-1YG-0250
    - Other
  - 2019-TxTechLB-G-1YG-0179
    - FAST Act NHTSA 402
- Driver Education and Behavior Program Management
  - 2019-BeeHive-G-1YG-0244
    - FAST Act NHTSA 402
- Driver Education and Behavior Evaluation
  - 2019-TTI-G-1YG-0030
    - FAST Act NHTSA 402
  - 2019-TTI-G-1YG-0033
    - FAST Act NHTSA 402
  - 2019-TTI-G-1YG-0034
    - FAST Act NHTSA 402

3. Occupant Protection (Adult and Child Passenger Safety)
   - Occupant Protection Training
     - 2019-TTI-G-1YG-0031
       - FAST Act 405b OP High
   - Occupant Protection Public Information Campaigns
     - 2019-AustinEM-G-1YG-0153
       - FAST Act NHTSA 402
     - 2019-DCMCCT-G-1YG-0010
       - FAST Act NHTSA 402
     - 2019-ELPCH-G-1YG-0132
       - FAST Act NHTSA 402
     - 2019-ESCVI-G-1YG-0089
       - FAST Act NHTSA 402
     - 2019-HHS-G-1YG-0100
       - FAST Act NHTSA 402
     - 2019-IPCOGD-G-1YG-0143
       - FAST Act NHTSA 402
     - 2019-TCH-G-1YG-0101
       - FAST Act NHTSA 402
     - 2019-TDSHS-G-1YG-0125
       - FAST Act NHTSA 402
     - 2019-Texas Ag-G-1YG-0105
       - FAST Act NHTSA 402
     - 2019-TxDOT-G-1YG-0253

        - FAST Act 405b OP High
    - 2019-TxHSTF-G-1YG-0129
        - Other
- Occupant Protection Evaluation
    - 2019-TTI-G-1YG-0032
        - FAST Act NHTSA 402
    - 2019-TTI-G-1YG-0035
        - FAST Act 405b OP High
    - 2019-TTI-G-1YG-0036
        - FAST Act NHTSA 402
- Occupant Protection Enforcement
    - 2019-TxDOT-G-1YG-0255
        - FAST Act NHTSA 402

4. Traffic Records
    - Traffic RecordsTraining
        - 2019-IADLEST-G-1YG-0159
            - FAST Act 405c Data Program
    - Traffic Records Program Management
        - 2019-CRIS-G-1YG-0246
            - FAST Act 405c Data Program
        - 2019-CRIS-G-1YG-0248
            - FAST Act 405c Data Program
    - Traffic Records Evaluation
        - 2019-TDPS-G-1YG-0136
            - FAST Act 405c Data Program
        - 2019-TDSHS-IS-G-1YG-0181
            - FAST Act 405c Data Program
        - 2019-TMPA-G-1YG-0133
            - FAST Act 405c Data Program
        - 2019-TMPA-G-1YG-0142
            - FAST Act 405c Data Program
        - 2019-TTI-G-1YG-0094
            - FAST Act 405c Data Program
5. Emergency Medical Services
    - Emergency Medical Services Training
        - 2019-TEEXESTI-G-1YG-0196
            - FAST Act NHTSA 402
6. Motorcycle Safety
    - Motorcycle Public Information Campaigns
        - 2019-TTI-G-1YG-0062
            - FAST Act 405f Motorcycle Programs
        - 2019-TTI-G-1YG-0070
            - FAST Act NHTSA 402
        - 2019-TTI-G-1YG-0097
            - FAST Act NHTSA 402
        - 2019-TxDOT-G-1YG-0251
            - FAST Act NHTSA 402
        - 2019-TxDOT-G-1YG-0252
            - Other
7. Non-motorized (Pedestrians and Bicyclist)
    - Pedestrian and Bicycle Safety Evaluation
        - 2019-TTI-G-1YG-0096
            - FAST Act NHTSA 402
    - Pedestrian and Bicycle Safety Training
        - 2019-TTI-G-1YG-0067

        - FAST Act 405h Nonmotorized Safety
    - Pedestrian and Bicycle Safety Public Information Campaigns
        - 2019-Elbowz-G-1YG-0165
            - FAST Act NHTSA 402
        - 2019-ESCVI-G-1YG-0088
            - FAST Act NHTSA 402
        - 2019-Ghisallo-G-1YG-0188
            - FAST Act NHTSA 402
        - 2019-Ghisallo-G-1YG-0205
            - FAST Act NHTSA 402
        - 2019-IPCOGD-G-1YG-0140
            - FAST Act NHTSA 402
        - 2019-LubbockP-G-1YG-0212
            - FAST Act NHTSA 402
        - 2019-TCH-G-1YG-0102
            - FAST Act NHTSA 402
        - 2019-TTI-G-1YG-0024
            - FAST Act 405h Nonmotorized Safety
        - 2019-TTI-G-1YG-0045
            - FAST Act NHTSA 402
        - 2019-TTI-G-1YG-0059
            - FAST Act NHTSA 402
        - 2019-TTI-G-1YG-0060
            - FAST Act NHTSA 402
        - 2019-TTI-G-1YG-0061
            - FAST Act NHTSA 402
        - 2019-TTI-G-1YG-0066
            - FAST Act NHTSA 402
        - 2019-TTI-G-1YG-0068
            - FAST Act NHTSA 402
8. Police Traffic Services
    - Police Traffic Services Training
        - 2019-IADLEST-G-1YG-0163
            - FAST Act NHTSA 402
        - 2019-TMPA-G-1YG-0007
            - FAST Act NHTSA 402
    - Police Traffic Services Enforcement
        - 2019-STEP-Comprehensive
            - FAST Act NHTSA 402
        - 2019-STEP-CMV
            - FAST Act NHTSA 402
9. Railroad Safety
    - Railroad Crossing Training
        - 2019-TxOpLife-G-1YG-0104
            - FAST Act NHTSA 402
10. Roadway Safety/Traffic Engineering
    - Roadway Safety Training
        - 2019-UTatArli-G-1YG-0155
            - FAST Act NHTSA 402
11. Speed Management
    - Speed Enforcement
12. School Bus Safety
    - School Bus Training
        - 2019-ESCVI-G-1YG-0087
            - FAST Act NHTSA 402

13. Community Traffic Safety Program
    - Safe Communities Public Information Campaigns
        - 2019-Texas Ag-G-1YG-0107
            - FAST Act NHTSA 402
14. Planning & Administration
    - (none)
        - 2019-TxDOT-G-1YG-0001
            - FAST Act NHTSA 402
        - 2019-TxDOT-G-1YG-0082
            - FAST Act NHTSA 402
        - 2019-TxDOT-G-1YG-0245
            - Other
        - 2019-TxDOT-G-1YG-0247
            - Other
        - 2019-TTI-G-1YG-0025
            - FAST Act NHTSA 402

5.1 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

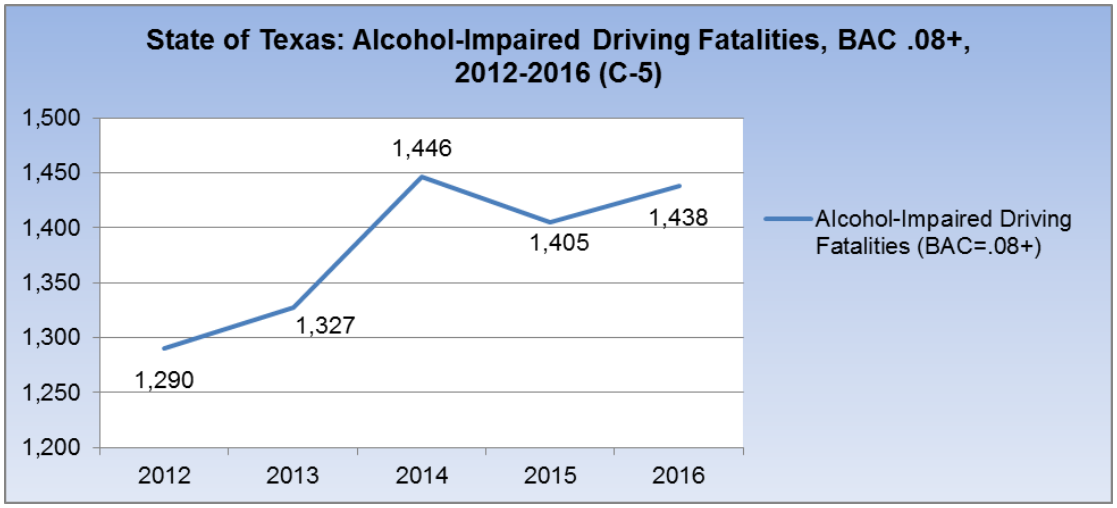
Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

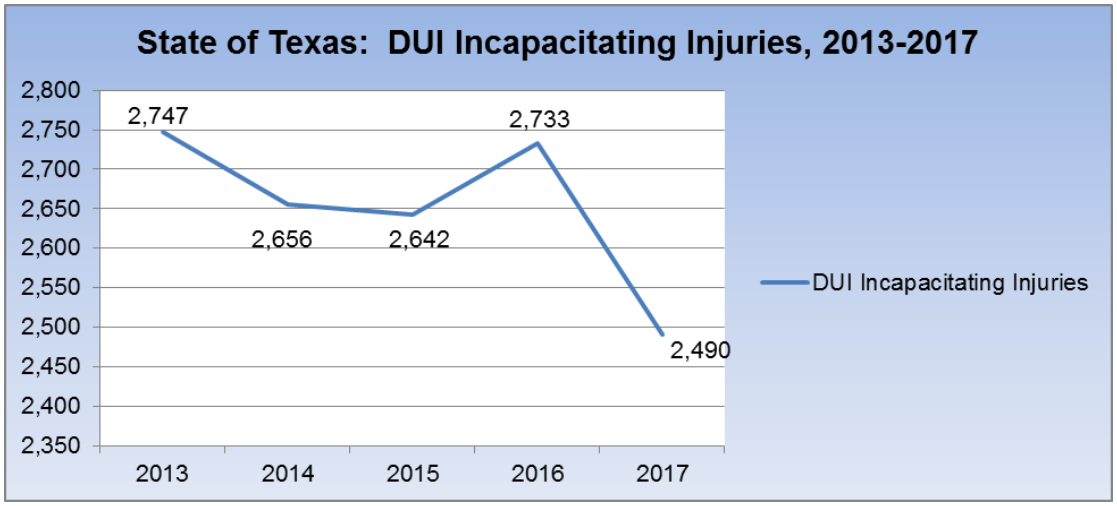
Impaired Driving (Drug and Alcohol) - AL

Problem ID In 2016, there were 1,438 alcohol-impaired fatalities in Texas. Texas ranks 5th in the nation for the number of alcohol-impaired fatalities per 100 MVMT, and Texas is classified as a mid-range fatality state eligible for FAST Act Section 405(D) funding.

In 2015, Texas ranked in the Top 10 states nationally for the ninth consecutive year for alcohol-impaired fatalities per 100 million vehicle miles traveled, according to the most recent ranking data available from NHTSA. Alcohol-impaired 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.

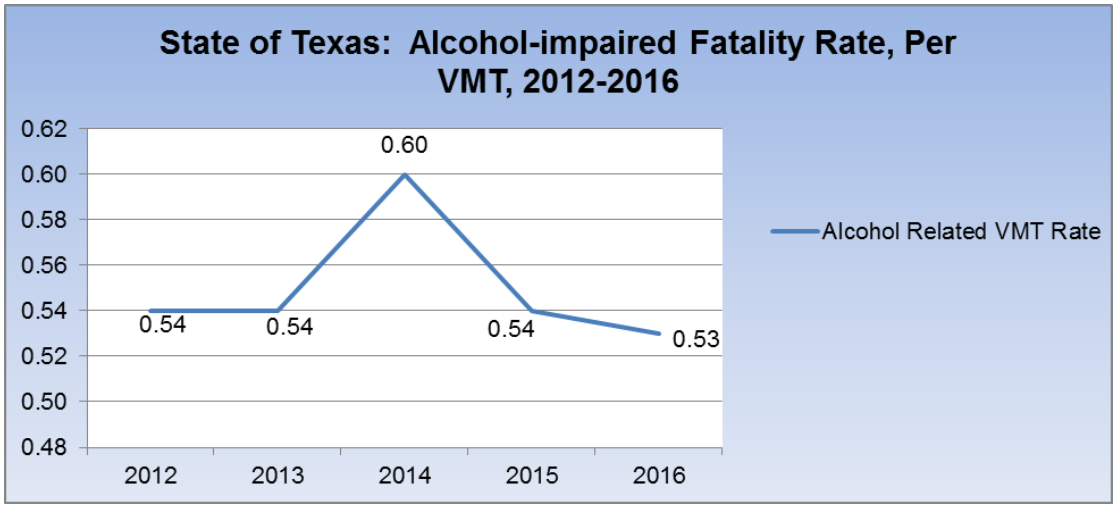


Source: Fatality Analysis Reporting System (FARS, April 20, 2018).

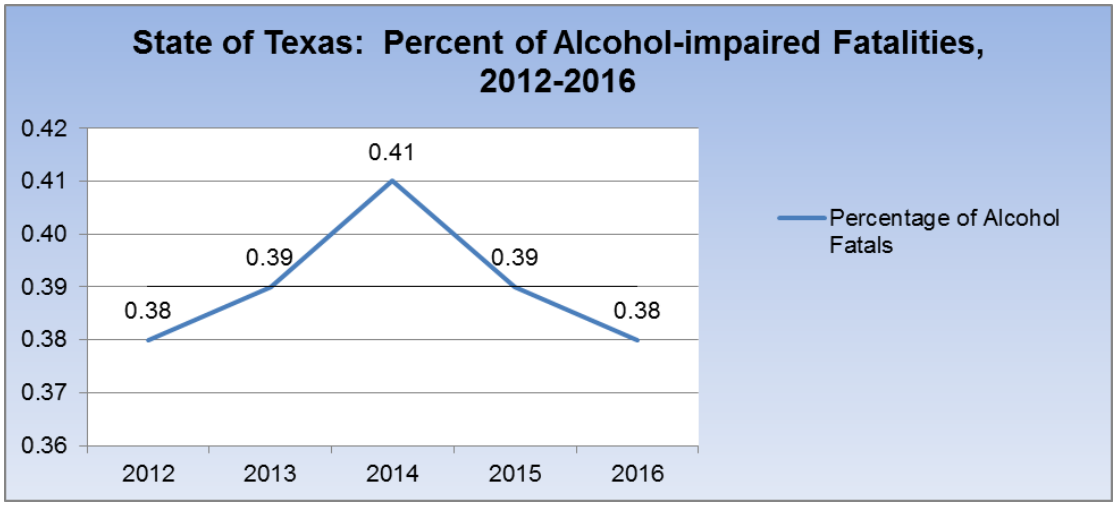


Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 20, 2018.

The current data from CRIS suggests that while fatalities may be increasing, the number of incapacitating injuries is declining. There may be several factors for this, many of which are addressed within projects of this HSP. These include increased enforcement, and additional or improved reporting of BAC results in crash reports.



Source: Fatality Analysis Reporting System (FARS, April 20, 2018).

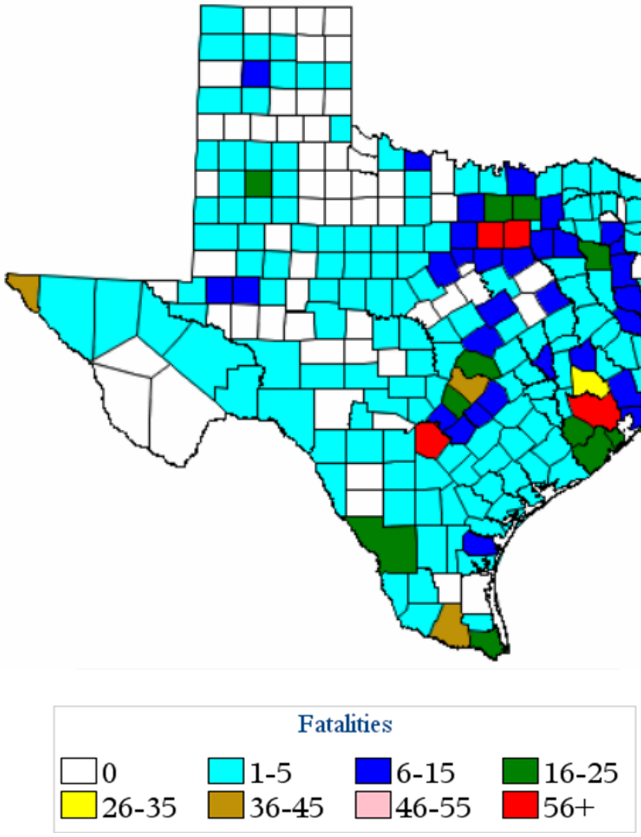


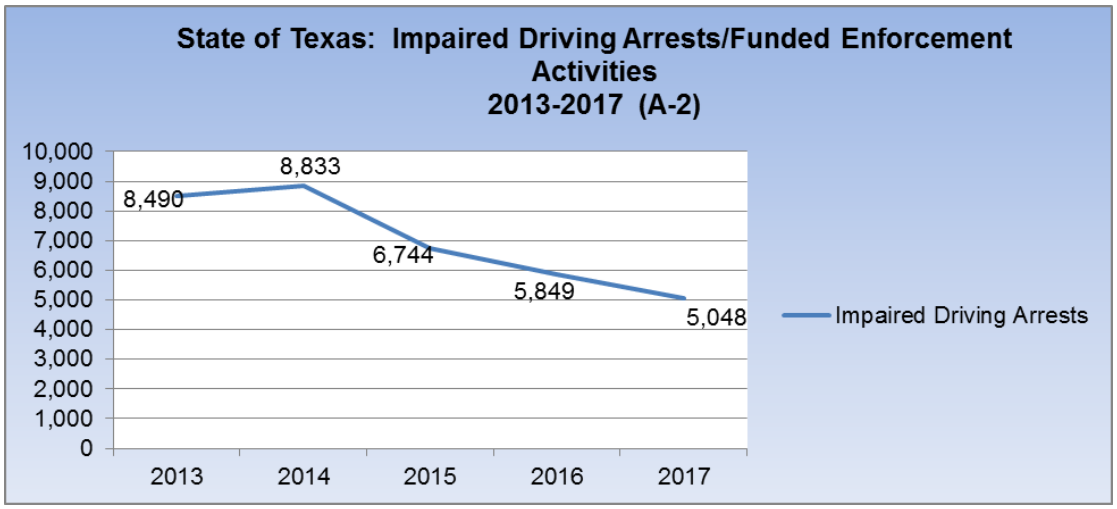
Source: Fatality Analysis Reporting System (FARS, April 20, 2018).

During 2016, there were 3,998 alcohol-impaired crashes on Friday, 6,008 alcohol-impaired crashes on Saturday, followed closely by Sunday with 5,679 alcohol-impaired crashes. These three days, with a total of 15,685 crashes, account for 63.9% of all alcohol-impaired crashes in Texas (CRIS).

11.43% of all alcohol-impaired fatal crashes occur between the hours of 2:00 a.m. and 2:59 a.m., followed by 9.16% that occur between midnight and 12:59 a.m. The hours between 9:00 p.m. and 4:00 a.m. overall account for 58.60% of all alcohol-impaired fatal crashes that occur within the State of Texas (CRIS).

State of Texas: Alcohol-impaired Fatalities, By County, 2016





Source: Texas Department of Transportation TRF-TS eGrants, April 20, 2018.

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.

AL Performance Measures and Target Setting TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2019) and long-term (2021) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2012 through 2016 (FARS) or 2013-2017 (CRIS). TxDOT established its 2019 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust impaired driving program, to include elements in high-visibility enforcement, training, education, regional task forces, testing and media. In addition to traditional enforcement and other associated impaired driving programs, TxDOT will continue to actively participate in and provide administrative support to Texas's Impaired Driving Task Force. TxDOT will work in conjunction with TX Impaired Driving Task Force in executing the statewide strategic plan to reduce the incidence of impaired driving and associated traffic crashes and improve the impaired driving situation in Texas. This plan contains elements in compliance with the NHTSA *Uniform Guidelines for Highway Safety Programs No. 8 – Impaired Driving*, and *Countermeasures That Work* as outlined in the strategies and enforcement sections.

Trend projections using FARS data indicate that for 2019, the State of Texas can expect to report 1,542 alcohol-impaired fatalities. By 2021, Texas can expect to report 1,616 alcohol-impaired fatalities. The calculations for these projections and targets* are as follows:

C-5	2011	2012	2013	2014	2015	2016
Alcohol-Impaired Driving Fatalities (BAC=.08+)	1,216	1,290	1,327	1,446	1,323	1,438

Alcohol-Impaired Driving Fatalities (BAC=.08+)	2017	2018	2019	2020	2021	2022
M Value	37	37	37	37	37	37
X Value	7.00	8.00	9.00	10.00	11.00	12.00
B Value	1,209.4	1,209.4	1,209.4	1,209.4	1,209.4	1,209.4
Projection	1,468	1,505	1,542	1,579	1,616	1,653
Target	1,468	1,499	1,530	1,560	1,591	1,620

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 2,346 DUI related incapacitating injuries. By 2021, Texas can expect to report 2,181 DUI related incapacitating injuries. The calculations for these projections and targets* are as follows:

	2012	2013	2014	2015	2016	2017
DUI Incapacitating Injuries	3,053	2,746	2,657	2,636	2,696	2,490

DUI Incapacitating Injuries	2018	2019	2020	2021	2022
M	-82.4	-82.4	-82.4	-82.4	-82.4

X	7.00	8.00	9.00	10.00	11.00
B	3,004.8	3,004.8	3,004.8	3,004.8	3,004.8
Projection	2,428	2,346	2,263	2,181	2,098
Target	2,428	2,346	2,263	2,181	2,098

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using FARS data indicate that for 2019, the State of Texas can expect to report an alcohol-impaired VMT fatality rate of 0.57. By 2021, Texas can expect to report an alcohol-impaired VMT fatality rate of 0.58. The calculations for these projections and targets* are as follows:

	2011	2012	2013	2014	2015	2016
Alcohol-impaired VMT Fatality Rate	0.51	0.54	0.54	0.59	0.51	0.53

Alcohol-impaired VMT Fatality Rate	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
M Value	0.005	0.005	0.005	0.005	0.005	0.005
X Value	7.00	8.00	9.00	10.00	11.00	12.00
B Value	0.523	0.523	0.523	0.523	0.523	0.523
Projection	0.56	0.56	0.57	0.57	0.58	0.58
Target	0.56	0.56	0.56	0.57	0.57	0.57

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using FARS data indicate that for 2019, the State of Texas can expect to report a 0.39% rate of alcohol-impaired fatalities. By 2021, Texas can expect to report a 0.38% rate of Alcohol-impaired fatalities. The calculations for these projections and targets* are as follows:

	2011	2012	2013	2014	2015	2016
Percentage of Alcohol Fatalities	0.40	0.38	0.39	0.41	0.38	0.38

Percentage of Alcohol Fatalities	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
M Value	-0.001	-0.001	-0.001	-0.001	-0.001	-0.001
X Value	7.00	8.00	9.00	10.00	11.00	12.00
B Value	0.395	0.395	0.395	0.395	0.395	0.395
Projection	0.39	0.39	0.39	0.39	0.38	0.38
Target	0.39	0.39	0.39	0.39	0.38	0.38

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

AL Impacts of Proposed Strategies Strategies proposed for the Alcohol and Other Drug Countermeasures Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of alcohol/impaired driving.

Enforcement, media, outreach and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. Other projects such as ignition interlock, DWI courts, and supervised probation are focused on preventing recidivism among high-risk offenders. These efforts are designed to achieve the most effective impact on reducing overall alcohol/impaired driving fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for Enforcement, DWI Courts, DWI Judicial Education and a Traffic Safety Resource Prosecutor are planned for FY19 to assist the Texas with reducing DWI recidivism. The State has incorporated areas of focus with the projects selected to implement recommendations from the Impaired Driving Assessment conducted in FY 2015.

Texas will continue to fund and support law enforcement to increase the number of impaired driving arrests during grant funded activities.

Texas will continue to focus on alcohol-impaired fatalities which continue to be a statewide problem. Alcohol and Other Drug Countermeasures Program activities will continue to assist the State in achieving a reduction or sustaining the number of alcohol/impaired driving fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

AL Performance Targets:

Target: Alcohol-Impaired Driving Fatalities (C-5)

2019 Target: To decrease the expected rise of alcohol-impaired fatalities from 1,438 alcohol-impaired fatalities in 2016 to not more than 1,530 alcohol-impaired fatalities in 2019

2021 Target: To maintain the expected rise of alcohol-impaired fatalities from the projected 1,542 alcohol-impaired fatalities in 2019 to not more than 1,591 alcohol-impaired fatalities in 2021

Target: DUI incapacitating injuries

2019 Target: To decrease the number of DUI incapacitating injuries from 2,490 DUI incapacitating injuries in 2017 to 2,346 DUI incapacitating injuries in 2019

2021 Target: To decrease the number of DUI incapacitating injuries from the projected 2,346 DUI incapacitating injuries in 2019 to 2,181 DUI incapacitating injuries in 2021.

Target: Alcohol-impaired rate per 100 million vehicle miles traveled (100 MVMT)

2019 Target: To decrease the expected rise of the alcohol-impaired rate per 100 MVMT from 0.53 alcohol-impaired fatality rate in 2016 to not more than 0.56 alcohol-impaired fatality rate per 100 MVMT in 2019

2021 Target: To maintain the alcohol-impaired rate per 100 MVMT from the projected 0.57 alcohol-impaired fatality rate in 2019 to not more than 0.57 alcohol-impaired fatality rate per 100 MVMT in 2021

Target: Percentage of Alcohol-impaired fatalities

2019 Target: To decrease the expected rise of the percentage of alcohol-impaired fatalities from 38% alcohol-impaired fatalities in 2016 to not more than 39% alcohol-impaired fatalities in 2019

2021 Target: To decrease the percentage of alcohol-impaired fatalities from the projected 39% alcohol-impaired fatalities in 2019 to not more than 38% alcohol-impaired fatalities in 2021

Target: Number of impaired driving arrests / grant funded enforcement activities

2019 Target: NHTSA activity measure - no objective set

2021 Target: NHTSA activity measure - no objective set

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	1,530.0
2019	A-2) Number of Impaired Driving Arrests Made During Grant Funded Enforcement Activities	Annual	2019	
2019	DUI Serious Injuries	Annual	2019	2,346.0
2019	Alcohol-impaired VMT Fatality Rate	Annual	2019	0.6
2019	Percentage of Alcohol Fatalities	Annual	2019	0.4

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training
2019	Impaired Driving Public Information Campaigns
2019	Impaired Driving Evaluation
2019	Impaired Driving Enforcement

5.1.1 Countermeasure Strategy: Impaired Driving Training

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Impaired Driving Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of

innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will 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; increase intervention efforts; and increase training for anti-DWI advocates. Strategies proposed for the Impaired Driving Program impact all areas of the State.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy is evidence-based and has been shown to be an effective measure for positively impacting the issue of alcohol/ impaired driving. Funding and activity levels have remained relatively steady over the past few years. Funding for DWI Courts, DWI Judicial Education and a Traffic Safety Resource Prosecutor are planned for FY19 to assist the Texas with reducing DWI recidivism. The State has incorporated areas of focus with the projects selected to implement recommendations from the Impaired Driving Assessment conducted in FY 2015. This strategy is part of the Impaired Driving Program area's efforts to reduce the number of impaired driving fatalities and serious injuries, the alcohol-impaired driving rate, and the percentage of alcohol-impaired fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Impaired Driving Program plan and its associated strategies include elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 8 – Impaired Driving, and Countermeasures That Work as outlined in the strategies and enforcement sections. The State has incorporated areas of focus with activities selected to implement recommendations from the Impaired Driving Assessment conducted in FY 2015. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure

66669	2019-ESCVI-G-1YG-0086	Impaired Driving Training
66635	2019-MADD-G-1YG-0077	Impaired Driving Training
66545	2019-NSC-G-1YG-0005	Impaired Driving Training
67099	2019-SHSU-G-1YG-0114	Impaired Driving Training
67101	2019-SHSU-G-1YG-0115	Impaired Driving Training
67102	2019-SHSU-G-1YG-0116	Impaired Driving Training
66668	2019-TAC-G-1YG-0085	Impaired Driving Training
66636	2019-TCJ-G-1YG-0078	Impaired Driving Training
66559	2019-TDCAA-G-1YG-0016	Impaired Driving Training
66642	2019-TJCTC-G-1YG-0079	Impaired Driving Training
66564	2019-TMCEC-G-1YG-0018	Impaired Driving Training
66548	2019-TMPA-G-1YG-0008	Impaired Driving Training
66549	2019-TMPA-G-1YG-0009	Impaired Driving Training
66552	2019-TMPA-G-1YG-0011	Impaired Driving Training
66558	2019-TMPA-G-1YG-0015	Impaired Driving Training
66761	2019-TMPA-G-1YG-0109	Impaired Driving Training
67697	2019-TST-G-1YG-0192	Impaired Driving Training
67698	2019-TST-G-1YG-0193	Impaired Driving Training
66591	2019-TTI-G-1YG-0039	Impaired Driving Training
66594	2019-TTI-G-1YG-0042	Impaired Driving Training
66605	2019-TTI-G-1YG-0053	Impaired Driving Training
66542	2019-TxDPSTF-G-1YG-0002	Impaired Driving Training

5.1.1.1 Planned Activity: 2019-ESCVI-G-1YG-0086

Planned activity name	2019-ESCVI-G-1YG-0086
Planned activity number	66669
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Alcohol Drug And Safety Training Education Program "AD-A-STEP" for Life.: This is up to a 3 hour Alcohol Drug & Safety Education course for adults identified as under educated by federal guidelines & 21st Century, PreK-12 students & their parents in after-school programs.

Enter intended subrecipients.

Education Service Center, Region VI

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	$108,128.18	$36,075.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.2 Planned Activity: 2019-MADD-G-1YG-0077

Planned activity name	2019-MADD-G-1YG-0077
Planned activity number	66635
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Mothers Against Drunk Driving, Texas 'Take the Wheel' Program Initiative : To increase awareness and prevent alcohol related traffic fatalities in Bexar, Cameron, Comal, Dallas, Gregg, Harris, Hidalgo, Hopkins, Montgomery, Smith, Tarrant, Travis & Williamson Counties

Enter intended subrecipients.

Mothers Against Drunk Driving

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired	405d Mid Other Based on Problem	$765,330.55	$259,416.71	

Driving Mid ID (FAST)

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.3 Planned Activity: 2019-NSC-G-1YG-0005

Planned activity name	2019-NSC-G-1YG-0005
Planned activity number	66545
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Drug Impairment for Texas Employers (DITTE): Work with and educate Texas Employers on traffic safety issues, specifically impaired driving, to change driver behavior, and to reduce the number of fatalities & injuries on Texas Roadways.

Enter intended subrecipients.

National Safety Council

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	$252,274.19	$70,376.56	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.4 Planned Activity: 2019-SHSU-G-1YG-0114

Planned activity name	2019-SHSU-G-1YG-0114
Planned activity number	67099
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Sam Houston State University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$730,490.75	$201,728.73	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.5 Planned Activity: 2019-SHSU-G-1YG-0115

Planned activity name	2019-SHSU-G-1YG-0115
Planned activity number	67101
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Drug Impairment Training for Texas Community Supervision and Parole Officers: The primary goal is to provide a 6-hour or 4-hour curriculum on drug impairment to Texas Community Supervision, Juvenile Probation & Parole Officers reducing fatalities and injuries on Texas roadways.

Enter intended subrecipients.

Sam Houston State University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$89,982.63	$29,094.24	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.6 Planned Activity: 2019-SHSU-G-1YG-0116

Planned activity name	2019-SHSU-G-1YG-0116
Planned activity number	67102
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Individual Nystagmus Simulated Training Experience (INSITE): To enhance and complement officer Standardized Field Sobriety Tests (SFST) Training with the Individual Nystagmus Simulated Training Experience (INSITETM)

Enter intended subrecipients.

Sam Houston State University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$215,002.34	$54,962.72	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.7 Planned Activity: 2019-TAC-G-1YG-0085

Planned activity name	2019-TAC-G-1YG-0085
Planned activity number	66668
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

County Judges Impaired Driving Liaison Project: Educate County Judges on the effective use of evidence based principles to reduce impaired driving, including the use of alcohol monitoring technology,

Enter intended subrecipients.

Texas Association of Counties

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$189,249.13	$52,409.87	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.8 Planned Activity: 2019-TCJ-G-1YG-0078

Planned activity name	2019-TCJ-G-1YG-0078
Planned activity number	66636
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Texas Judicial Resource Liaison and Impaired Driving Judicial Education: This project improves adjudication of impaired driving cases through education, technical assistance and support materials for judges and DWI Court teams.

Enter intended subrecipients.

Texas Center for the Judiciary

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$763,547.98	$512,497.97	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.9 Planned Activity: 2019-TDCAA-G-1YG-0016

Planned activity name	2019-TDCAA-G-1YG-0016

Planned activity number 66559

Primary countermeasure strategy Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Texas District and County Attorneys Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$707,020.61	$204,886.19	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.10 Planned Activity: 2019-TJCTC-G-1YG-0079

Planned activity name	2019-TJCTC-G-1YG-0079
Planned activity number	66642
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Texas Justice Court Training Center

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	$152,906.41	$79,805.51	$152,906.41

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.11 Planned Activity: 2019-TMCEC-G-1YG-0018

Planned activity name	2019-TMCEC-G-1YG-0018
Planned activity number	66564
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Texas Municipal Courts Education Center

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	$481,748.12	$139,525.92	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.12 Planned Activity: 2019-TMPA-G-1YG-0008

Planned activity name	2019-TMPA-G-1YG-0008
Planned activity number	66548
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d),

demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Texas Standardized Field Sobriety Testing (SFST) Refresher & Practitioner Training Program: To conduct the 8-hr SFST Refresher Course and 24-hr SFST Basic/Practitioner Training Course statewide to Texas Peace Officers to improve administration, consistency and proficiency of DWI enforcement.

Enter intended subrecipients.

Texas Municipal Police Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$643,796.53	$224,256.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.13 Planned Activity: 2019-TMPA-G-1YG-0009

Planned activity name	2019-TMPA-G-1YG-0009
Planned activity number	66549
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Fundamentals of Driving While Intoxicated (DWI) Investigation and Enforcement Training Program: The 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.

Enter intended subrecipients.

Texas Municipal Police Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$216,797.86	$65,920.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.14 Planned Activity: 2019-TMPA-G-1YG-0011

Planned activity name	2019-TMPA-G-1YG-0011
Planned activity number	66552
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 participating in local coalitions.

Enter intended subrecipients.

Texas Municipal Police Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$511,243.82	$177,868.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.15 Planned Activity: 2019-TMPA-G-1YG-0015

Planned activity name	2019-TMPA-G-1YG-0015
Planned activity number	66558
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Statewide Impaired Driving Summit for Law Enforcement: To hold a statewide impaired driving summit that focuses on information that is important and useful for law enforcement involved in impaired driving enforcement.

Enter intended subrecipients.

Texas Municipal Police Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	$130,509.09	$36,824.95	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.16 Planned Activity: 2019-TMPA-G-1YG-0109

Planned activity name	2019-TMPA-G-1YG-0109
Planned activity number	66761
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Texas Standardized Field Sobriety Testing (SFST) Instructor Course Training Program: To conduct the 50-hr SFST Instructor Course statewide to TCOLE certified Texas Peace Officers on how to proficiently train other officers in the consistent administration of the SFST battery.

Enter intended subrecipients.

Texas Municipal Police Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$74,418.11	$27,690.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.17 Planned Activity: 2019-TST-G-1YG-0192

Planned activity name	2019-TST-G-1YG-0192
Planned activity number	67697
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Screening and Brief Intervention for Risky Alcohol Use and DUI/DWI 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.

Enter intended subrecipients.

Texans Standing Tall

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	$350,746.16	$120,067.40	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.18 Planned Activity: 2019-TST-G-1YG-0193

Planned activity name	2019-TST-G-1YG-0193

Planned activity number 67698

Primary countermeasure strategy Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Enhanced Visibility Enforcement Campaign to Reduce Underage Social Access to Alcohol and DUI/DWI.: 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.

Enter intended subrecipients.

Texans Standing Tall

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$197,530.63	$65,831.47	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.19 Planned Activity: 2019-TTI-G-1YG-0039

Planned activity name	2019-TTI-G-1YG-0039
Planned activity number	66591
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Prosecutor Crash Scene Investigation and Evidence Training: This project will conduct 4 workshops to train prosecutors on how to understand and present evidence collected from crash scenes to improve the prosecution of felony vehicular crimes

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$171,387.05	$42,875.20	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.20 Planned Activity: 2019-TTI-G-1YG-0042

Planned activity name	2019-TTI-G-1YG-0042
Planned activity number	66594
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Texas Impaired Driving Judicial Bench Book and Drug Impaired Driving Judicial Newsletter: To create and distribute an impaired driving bench book to Texas judicial courts of record and production and distribution of a quarterly drugged driving newsletter to Texas judges and prosecutors.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal	Funding Source	Eligible Use of Funds	Estimated Funding	Match	Local

Year			Amount	Amount	Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$168,994.65	$42,266.81	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.21 Planned Activity: 2019-TTI-G-1YG-0053

Planned activity name	2019-TTI-G-1YG-0053
Planned activity number	66605
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under §

1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Texas Ignition Interlock Training, Summit, Outreach & Evaluation : TTI will conduct an ignition interlock training program, hold a summit to educate stakeholders, conduct community outreach & evaluate ignition interlock devices for their impact on recidivism.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Ignition Interlock (FAST)	$257,094.14	$64,296.55	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.1.22 Planned Activity: 2019-TxDPSTF-G-1YG-0002

Planned activity name	2019-TxDPSTF-G-1YG-0002
Planned activity number	66542
Primary countermeasure strategy	Impaired Driving Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the

State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Texas DPS Troopers Foundation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$155,200.00	$38,804.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.2 Countermeasure Strategy: Impaired Driving Public Information Campaigns

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Impaired Driving Public Information Campaigns

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will improve anti-DWI public information and education campaigns including appropriate bilingual campaign; 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; and increase public information and education, concentrating on youth age 5-13 and 14-20, including parent education on drinking and driving. Strategies proposed for the Impaired Driving Program impact all areas of the State.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy includes activities for media, outreach and prevention-focused activities are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/communities in the State, and campaign efforts will support the national impaired driving mobilization. These efforts are designed to have the largest impact on reducing overall alcohol/impaired driving fatalities and injuries, and serve as a complement to the Impaired Driving Program's other strategies of Training, Education, and Enforcement. This strategy is part of the Impaired Driving Program area's efforts to reduce the number of impaired driving fatalities and serious injuries, the alcohol-impaired driving rate, and the percentage of alcohol-impaired fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Driver Education and Behavior Program plan and its associated strategies include elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 4 – Driver Education*, and *Countermeasures That Work* as outlined in the strategies section. Texas will continue to focus on young driver, distracted driving-related, and other driver behavior-related fatalities which continue to be a statewide problem. TxDOT Driver Education and Behavior Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
66663	2019-Hillcres-G-1YG-0084	Impaired Driving Public Information Campaigns
66758	2019-Texas Ag-G-1YG-0106	Impaired Driving Public Information Campaigns
66553	2019-Travis C-G-1YG-0012	Impaired Driving Public Information Campaigns
67699	2019-TST-G-1YG-0194	Impaired Driving Public Information Campaigns
67700	2019-TST-G-1YG-0195	Impaired Driving Public Information Campaigns
66624	2019-TTI-G-1YG-0072	Impaired Driving Public Information Campaigns
70574	2019-TxDOT-G-1YG-0254	Impaired Driving Public Information Campaigns
70577	2019-TxDOT-G-1YG-0257	Impaired Driving Public Information Campaigns

5.1.2.1 Planned Activity: 2019-Hillcres-G-1YG-0084

Planned activity name	2019-Hillcres-G-1YG-0084
Planned activity number	66663
Primary countermeasure strategy	Impaired Driving Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Texas RED Program: The Texas Reality Education for Drivers (RED) is a traffic safety and injury prevention program targeting young drivers and their families offered in hospitals and other community settings.

Enter intended subrecipients.

Hillcrest Baptist Medical Center-Hillcrest

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	$329,524.15	$223,826.06	$329,524.15

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
SIDNE Version 7 impaired driving experience	1	$17,895.00	$17,895.00	$17,895.00	$17,895.00

5.1.2.2 Planned Activity: 2019-Texas Ag-G-1YG-0106

Planned activity name	2019-Texas Ag-G-1YG-0106
Planned activity number	66758
Primary countermeasure strategy	Impaired Driving Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Texas A&M AgriLife Extension Service Watch UR BAC Alcohol and other Drug 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.

Enter intended subrecipients.

Texas A&M Agrilife Extension Service

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	$636,388.36	$230,922.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Drunk and Drugged Driving Suits	2	$5,000.00	$10,000.00	$5,000.00	$10,000.00

5.1.2.3 Planned Activity: 2019-Travis C-G-1YG-0012

Planned activity name	2019-Travis C-G-1YG-0012
Planned activity number	66553
Primary countermeasure strategy	Impaired Driving Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Travis County Attorney's UDPP

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	$185,447.74	$228,486.08	$185,447.74

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.2.4 Planned Activity: 2019-TST-G-1YG-0194

Planned activity name	2019-TST-G-1YG-0194
Planned activity number	67699
Primary countermeasure strategy	Impaired Driving Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail

required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Statewide Community Coalition Assessment and Training to Increase Collaboration to Prevent DUI/DWI: TST will continue its statewide assessment of coalitions and expand to provide training and Regional Forums for coalitions and the traffic safety community to enhance collaboration to prevent DUI/DWI.

Enter intended subrecipients.

Texans Standing Tall

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	$212,246.67	$70,745.61	$212,246.67

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.2.5 Planned Activity: 2019-TST-G-1YG-0195

Planned activity name	2019-TST-G-1YG-0195
Planned activity number	67700
Primary countermeasure strategy	Impaired Driving Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Zero Alcohol for Youth Academies and Statewide Youth Leadership Council to Reduce Impaired Driving: Youth-led Statewide Youth Leadership Council and Zero Alcohol for Youth Academies reduce impaired driving and increase awareness and enforcement of Texas Zero Tolerance laws on youth alcohol use.

Enter intended subrecipients.

Texans Standing Tall

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	$371,588.37	$124,140.14	$371,588.37

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.2.6 Planned Activity: 2019-TTI-G-1YG-0072

Planned activity name	2019-TTI-G-1YG-0072
Planned activity number	66624
Primary countermeasure strategy	Impaired Driving Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Peer-to-Peer Program to Deter Impaired Driving and Underage Drinking Amongst Youth in Texas: Deploy peer-to-peer traffic safety programming that addresses impaired driving and underage drinking at junior high/middle schools, high schools & colleges in Texas.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	$367,743.53	$122,654.55	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.2.7 Planned Activity: 2019-TxDOT-G-1YG-0254

Planned activity name	2019-TxDOT-G-1YG-0254
Planned activity number	70574
Primary countermeasure strategy	Impaired Driving Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d),

demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project Celebrations : 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.

Enter intended subrecipients.

TxDOT - Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	Other	Alcohol (FAST)	$150,000.00	$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.2.8 Planned Activity: 2019-TxDOT-G-1YG-0257

Planned activity name	2019-TxDOT-G-1YG-0257
Planned activity number	70577
Primary countermeasure strategy	Impaired Driving Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Alcohol and Impaired Driving Campaign (Christmas, Football, College, Labor Day, Hispanic) : "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/NewYearHoliday

Enter intended subrecipients.

TxDOT - Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal	Funding Source	Eligible Use of Funds	Estimated Funding	Match	Local

Year			Amount	Amount	Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	$4,000,000.00	$4,000,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.3 Countermeasure Strategy: Impaired Driving Evaluation

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Impaired Driving Evaluation

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will increase the number of law enforcement task forces and coordinated enforcement campaigns; improve DWI processing procedures; and improve BAC testing and reporting to the State's crash records information system.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This proposed strategy for the Impaired Driving Program impacts all areas of the State. The planned activities are evidence-based and have been shown to be effective measures for positively impacting the issue of alcohol/ impaired driving.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Impaired Driving Program plan and its associated strategies include elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 8 – Impaired Driving*, and *Countermeasures That Work* as outlined in the strategies and enforcement sections. The State has incorporated areas of focus with activities selected to implement recommendations from the Impaired Driving Assessment conducted in FY 2015. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
66595	2019-TTI-G-1YG-0043	Impaired Driving Evaluation
66603	2019-TTI-G-1YG-0051	Impaired Driving Evaluation
66606	2019-TTI-G-1YG-0054	Impaired Driving Evaluation

5.1.3.1 Planned Activity: 2019-TTI-G-1YG-0043

Planned activity name	2019-TTI-G-1YG-0043
Planned activity number	66595
Primary countermeasure strategy	Impaired Driving Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the

level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Texas Impaired Driving Task Force: Facilitate the Texas Impaired Driving Task Force, coordination of the Texas Impaired Driving Plan, coordination of the Texas Impaired Driving Forum, and other technical assistance

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Evaluation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	$285,558.67	$71,443.50	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.3.2 Planned Activity: 2019-TTI-G-1YG-0051

Planned activity name	2019-TTI-G-1YG-0051
Planned activity number	66603
Primary countermeasure strategy	Impaired Driving Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Marijuana and Traffic Safety: Texan’s Attitudes and Issues-Guides: This project will expand on previous work looking at attitudes of Texans on marijuana use & legalization as well as develop a policy issue-guides for the TxDOT's use to inform interested stakeholders.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Evaluation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	$146,360.53	$36,610.32	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.3.3 Planned Activity: 2019-TTI-G-1YG-0054

Planned activity name	2019-TTI-G-1YG-0054
Planned activity number	66606

Primary countermeasure strategy Impaired Driving Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Blood Alcohol Concentration (BAC) Reporting in Texas: Improving ME Office and County Performance : Identify issues, address problems, as well as assist medical examiners and justices of the peace to report missing driver BAC toxicology results to TxDOT Crash Records.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Evaluation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid BAC Testing/Reporting (FAST)	$113,510.37	$28,377.97	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.4 Countermeasure Strategy: Impaired Driving Enforcement

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Impaired Driving Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will increase and sustain high visibility enforcement of DWI laws; increase enforcement of driving under the influence by minors laws; and increase the use of warrants for mandatory blood draws.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Texas will continue to fund and support law enforcement to increase the number of impaired driving arrests during grant funded activities. High Visibility Enforcement (HVE) activities are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk wave periods throughout the year and across the state, including the national impaired driving mobilizatoin. This strategy is part of the Impaired Driving Program area's efforts to reduce the number of impaired driving fatalities and serious injuries, the alcohol-impaired driving rate, and the percentage of alcohol-impaired fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Impaired Driving Program plan and its associated strategies include elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 8 – Impaired Driving*, and *Countermeasures That Work* as outlined in the strategies and enforcement sections. The State has incorporated areas of focus with activities selected to implement recommendations from the Impaired Driving Assessment conducted in FY 2015. As described above, activities included in this strategy also provide support for the national impaired driving mobilization. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
67090	2019-BexarCoD-G-1YG-0111	Impaired Driving Enforcement
67109	2019-HarrisDA-G-1YG-0118	Impaired Driving Enforcement
67114	2019-MCDAO-G-1YG-0121	Impaired Driving Enforcement
66652	2019-TABC-G-1YG-0080	Impaired Driving Enforcement
67684	2019-TarrantC-G-1YG-0182	Impaired Driving Enforcement
66543	2019-TDPS-G-1YG-0003	Impaired Driving Enforcement
70576	2019-TxDOT-G-1YG-0256	Impaired Driving Enforcement

5.1.4.1 Planned Activity: 2019-BexarCoD-G-1YG-0111

Planned activity name	2019-BexarCoD-G-1YG-0111
Planned activity number	67090
Primary countermeasure strategy	Impaired Driving Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Bexar County No-Refusal Initiative: To seek search warrants for blood collection and testing on all misdemeanor DWI arrests where the defendant refuses to provide a breath or blood sample.

Enter intended subrecipients.

Bexar County District Attorney's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$33,454.42	$29,584.75	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.4.2 Planned Activity: 2019-HarrisDA-G-1YG-0118

Planned activity name	2019-HarrisDA-G-1YG-0118
Planned activity number	67109
Primary countermeasure strategy	Impaired Driving Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d),

demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 five nights weekly, holidays, as well as additional locations.

Enter intended subrecipients.

Harris County District Attorney

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$353,809.78	$106,513.45	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.4.3 Planned Activity: 2019-MCDAO-G-1YG-0121

Planned activity name	2019-MCDAO-G-1YG-0121
Planned activity number	67114
Primary countermeasure strategy	Impaired Driving Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail

required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Search Warrants Stop Impaired Drivers: MCDAO No Refusal Program: To provide prosecutors, nurses, support staff, and equipment in either a central or mobile location to draft search warrants and obtain blood samples from DWI suspects who refuse a scientific test.

Enter intended subrecipients.

Montgomery County District Attorney's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$143,603.07	$95,142.88	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.4.4 Planned Activity: 2019-TABC-G-1YG-0080

Planned activity name	2019-TABC-G-1YG-0080
Planned activity number	66652
Primary countermeasure strategy	Impaired Driving Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under §

1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

TABC 'Under 25' Community Partnership Project: To promote community partnerships in an effort to curb the consequences of over consumption, underage drinking and drinking and driving, while ensuring enforcement efforts meet the demands of Texas.

Enter intended subrecipients.

Texas Alcoholic Beverage Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	$602,416.53	$668,593.90	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.4.5 Planned Activity: 2019-TarrantC-G-1YG-0182

Planned activity name	2019-TarrantC-G-1YG-0182
Planned activity number	67684
Primary countermeasure strategy	Impaired Driving Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Tarrant County

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$177,080.00	$99,076.33	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.4.6 Planned Activity: 2019-TDPS-G-1YG-0003

Planned activity name	2019-TDPS-G-1YG-0003
Planned activity number	66543
Primary countermeasure strategy	Impaired Driving Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Evidential Drug, Breath and Blood Alcohol Testing: The Texas Department of Public Safety Crime Laboratory will utilize overtime funds, purchase instrumentation and increase Forensic Scientist training to help bring DWI court cases to legal conclusion.

Enter intended subrecipients.

Texas Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$849,424.25	$900,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Quadrupole-Time of Flight (QTOF) instrument	1	$400,000.00	$400,000.00	$400,000.00	$400,000.00

5.1.4.7 Planned Activity: 2019-TxDOT-G-1YG-0256

Planned activity name	2019-TxDOT-G-1YG-0256
Planned activity number	70576
Primary countermeasure strategy	Impaired Driving Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for

recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

STEP Impaired Driving Mobilization : Coordinate and conduct quarterly mobilizations consisting of increased DWI enforcement and earned media activities.

Enter intended subrecipients.

TxDOT - Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$750,000.00	$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2 Program Area: Driver Education and Behavior

Program area type Driver Education and Behavior

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

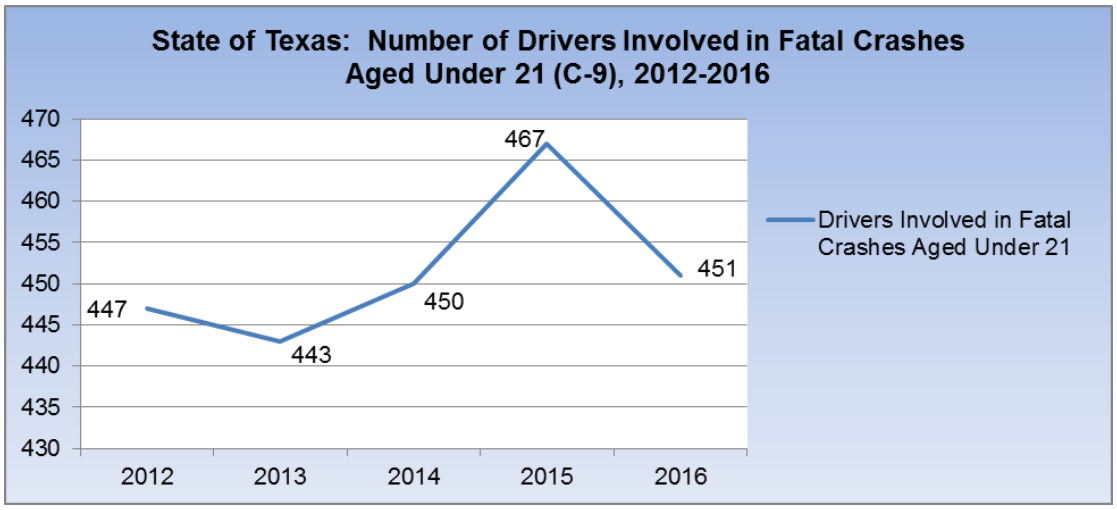
Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

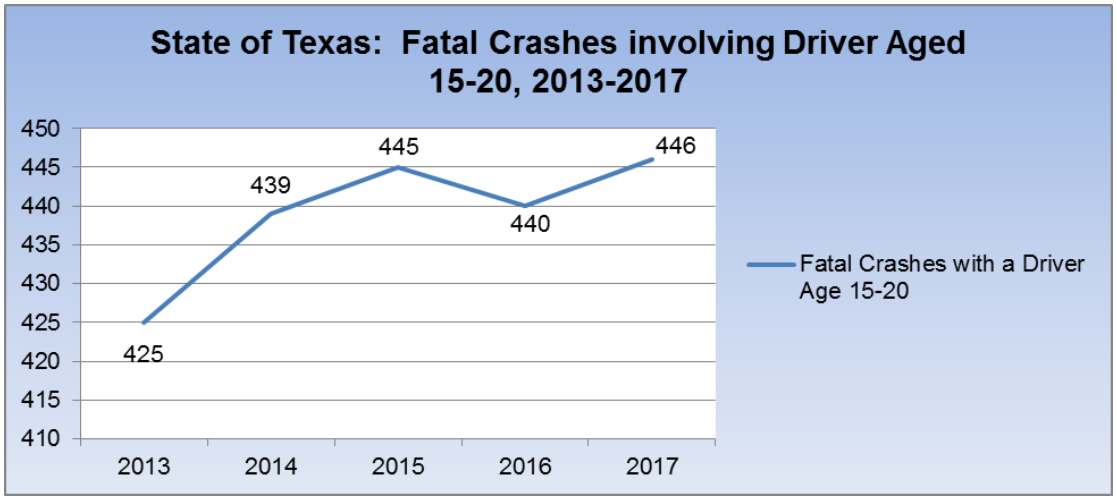
Driver Education and Behavior (DE)

Problem ID Motor vehicle crashes are a leading cause of death for 15- to 20-year-olds nationwide[1]. Teen drivers have crash rates 3 times higher than drivers aged 20 and older per mile driven, with risk highest for ages 16-17.[2] In 2016, drivers 15 to 20 years old accounted for 9% of all drivers in fatal crashes, but only represented 5.4% of licensed drivers in the United States[3].

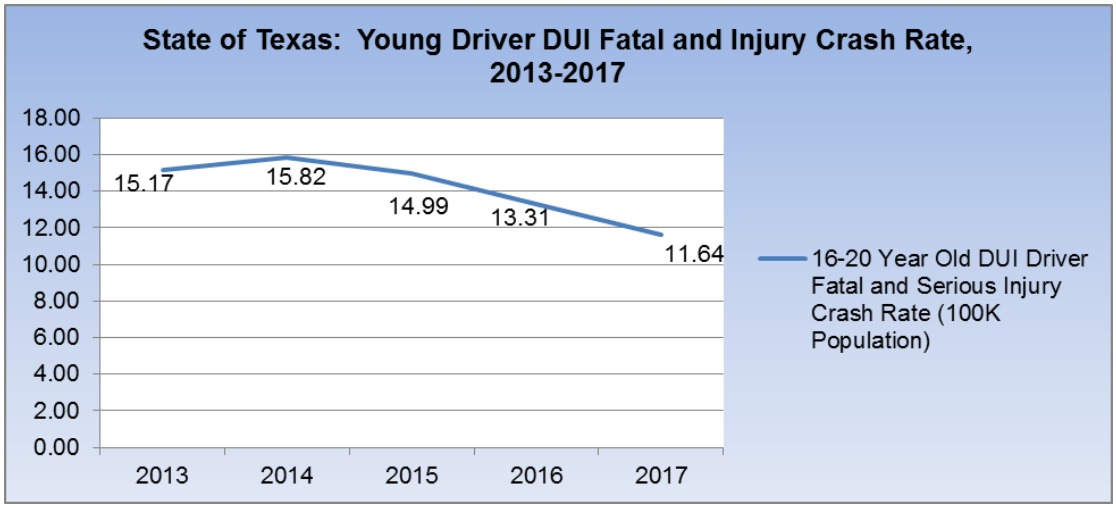
FARS data for 2016 indicates that the number of drivers under 21 involved in fatal crashes declined from 467 in 2015 to 451. In 2017, Texas saw an increase in the number of fatal crashes involving a driver between the ages of 15-20, with a rise from 440 in 2016 to 446 in 2017 (CRIS). Younger drivers are overrepresented in fatality and serious injury data at the state and national level, but in Texas the 16-to-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population) has been on the decline beginning in 2014.



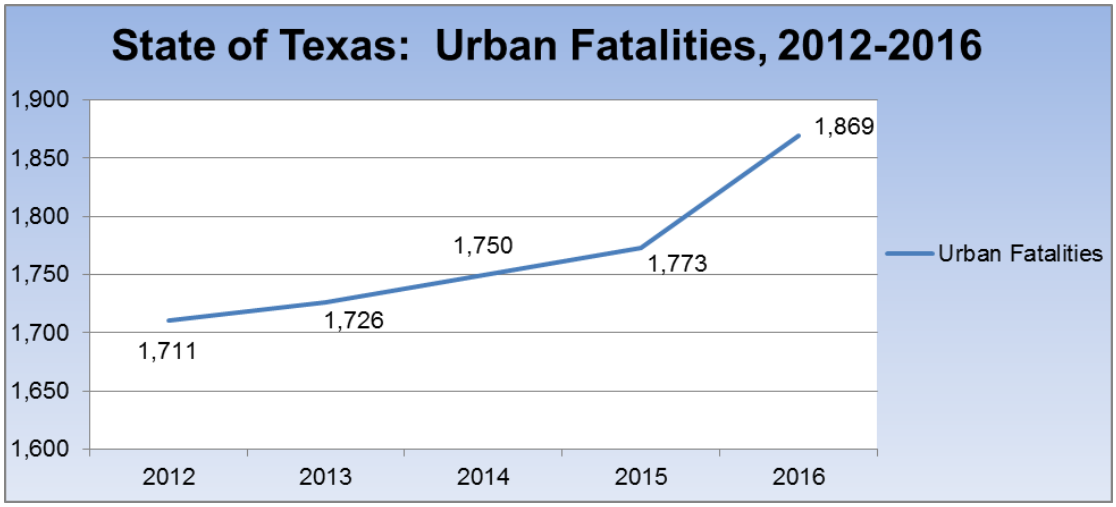
Source: Fatality Analysis Reporting System (FARS, April 20, 2018).



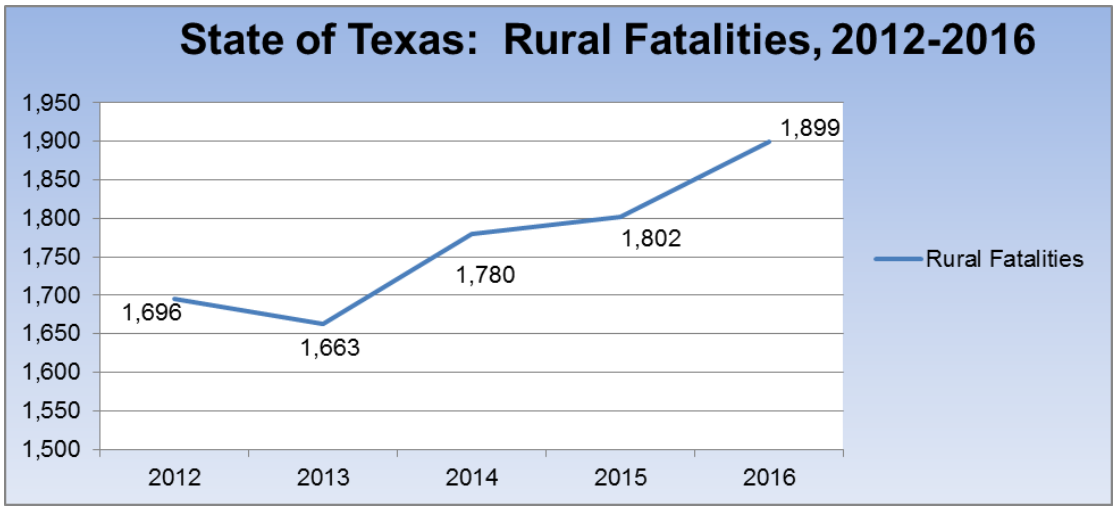
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 20. 2018.



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 April 20, 2018.



Source: Fatality Analysis Reporting System (FARS, April 20, 2018).



Source: Fatality Analysis Reporting System (FARS, April 20, 2018).

DE Performance Measures and Target Setting TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2019) and long-term (2021) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2012 through 2016 (FARS) or 2013-2017 (CRIS). TxDOT established its 2019 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust driver education and behavior program, to include elements of distracted driving, driver education and training, regional task forces, outreach and awareness, and media. TxDOT will work in conjunction with stakeholders, regional task forces, and coalitions to reduce the incidence of distracted drivers and young driver fatalities and associated traffic crashes to improve the young driver situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 4 – Driver Education, and Countermeasures That Work as outlined in the strategies section.

Trend projections using FARS data indicate that for 2019, the State of Texas can expect to report 486 Drivers Involved in Fatal Crashes Aged Under 21. By 2021, Texas can expect to report 499 Drivers Involved in Fatal Crashes Aged Under 21. The calculations for these projections and targets* are as follows:

	2011	2012	2013	2014	2015	2016
Drivers Involved in Fatal Crashes Aged Under 21 (C-9)	424	447	443	450	457	451

Drivers Involved in Fatal Crashes Aged Under 21 (C-9)	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
M	6.9	6.9	6.9	6.9	6.9	6.9
X	7.00	8.00	9.00	10.00	11.00	12.00
B	423.5	423.5	423.5	423.5	423.5	423.5
Projection	472	479	486	493	499	506
Target	472	477	482	487	491	496

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 448 fatal crashes with a Driver Age 15 - 20. By 2021, Texas can expect to report 453 fatal crashes with a Driver Age 15 - 20. The calculations for these projections and targets* are as follows:

2012	2013	2014	2015	2016	2017

Fatal crashes with a Driver Age 15 - 20	432	425	439	445	440	446

Fatal crashes with a Driver Age 15 - 20	**2018**	**2019**	**2020**	**2021**	**2022**
M	2.6	2.6	2.6	2.6	2.6
X	7.00	8.00	9.00	10.00	11.00
B	427.2	427.2	427.2	427.2	427.2
Projection	445	448	451	453	456
Target	444	444	445	446	447

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Current trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report a rate of 10.11 as a rate of young driver DUI fatal and injury crash rate per 100,000 population. By 2021, Texas can expect to report a rate of 8.01 as a rate of young driver DUI fatal and injury crash rate per 100,000 population. The calculations for these projections and targets* are as follows:

	2012	**2013**	**2014**	**2015**	**2016**	**2017**
16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)	18.06	15.17	15.82	14.74	13.02	11.64

16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)	**2018**	**2019**	**2020**	**2021**	**2022**

M	-1.051	-1.051	-1.051	-1.051	-1.051
X	7.00	8.00	9.00	10.00	11.00
B	18.515	18.515	18.515	18.515	18.515
Projection	11.16	10.11	9.06	8.01	6.95
Target	11.16	10.11	9.06	8.01	6.95

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Current trend projections using FARS data indicate that for 2019, the State of Texas can expect to report 1,915 urban fatalities. By 2021, Texas can expect to report 1,986 urban fatalities. The calculations for these projections and targets* are as follows:

	2011	**2012**	**2013**	**2014**	**2015**	**2016**
Urban Fatalities	**1,582**	**1,711**	**1,726**	**1,750**	**1,740**	**1,869**

Urban Fatalities	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
M	**35.5**	**35.5**	**35.5**	**35.5**	**35.5**	**35.5**
X	7.00	8.00	9.00	10.00	11.00	12.00
B	1595.3	1595.3	1595.3	1595.3	1595.3	1595.3
Projection	1,844	1,879	1,915	1,950	1,986	2,021
Target	1,844	1,872	1,899	1,927	1,954	1,981

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Current trend projections using FARS data indicate that for 2019, the State of Texas can expect to report 2,091 rural fatalities. By 2021, Texas can expect to report 2,230 rural fatalities. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015	2016
Rural Fatalities	**1,464**	**1,696**	**1,663**	**1,780**	**1,769**	**1,899**

Rural Fatalities	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
M	**69.4**	**69.4**	**69.4**	**69.4**	**69.4**	**69.4**
X	7.00	8.00	9.00	10.00	11.00	12.00
B	1,466.2	1,466.2	1,466.2	1,466.2	1,466.2	1,466.2
Projection	1,952	2,021	2,091	2,160	2,230	2,299
Target	1,952	2,013	2,074	2,134	2,194	2,253

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

DE Impacts of Proposed Strategies Strategies proposed for the Driver Education and Behavior Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of young driver and distracted-related fatalities, injuries, and crashes.

Media, education and outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for media, training, education, and outreach is planned for FY19 to assist Texas with young driver and distracted driving-related fatalities and injuries.

Texas will continue to focus on young driver, distracted driving-related, and other driver behavior-related fatalities which continue to be a statewide problem. TxDOT Driver Education and Behavior Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

DE Performance Measures and Targets:

Target: Drivers Involved in Fatal Crashes Aged Under 21 (C-9)

2019 Target: To decrease the projected rise of fatal crashes involving a driver aged under 21 in 2019 from 451 in 2016 to 482 in 2019

2021 Target: To decrease the projected rise in fatal crashes involving drivers aged under 21 from projected 486 in 2019 to 491 in 2021

Target: Fatal Crashes with a Driver Age 15-20

2019 Target: To decrease the number of fatal crashes with a driver aged 15-20 from 446 in 2017 to not more than 444 in 2019

2021 Target: To decrease the number of fatal crashes with a driver aged 15-20 from 448 projected in 2019 to 446 in 2021

Target: 16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate

2019 Target: To decrease the rate of 16-20 Year old DUI fatal and serious injury crashes per 100K population from 11.64 fatal and serious injury crashes per 100K population in 2017 to 10.11 fatal and serious injury crashes per 100K population in 2019

2021 Target: To decrease the rate of 16-20 Year old DUI fatal and serious injury crashes per 100K population from the projected 10.11 DUI fatal and serious injury crashes per 100K population crash rate in 2019 to 8.01 DUI fatal and serious injury crashes per 100K population in 2021

Target: Urban Fatalities

2019 Target: To decrease the expected rise of urban fatalities from 1,869 urban fatalities in 2016 to not more than 1,899 urban fatalities in 2019

2021 Target: To decrease the expected rise of urban fatalities from the projected 1,915 urban fatalities in 2019 to not more than 1,954 urban fatalities in 2021

Target: Rural Fatalities

2019 Target: To decrease the expected rise of rural fatalities from 1,899 rural fatalities in 2016 to not more than 2,074 rural fatalities in 2019

2021 Target: To decrease the expected rise of rural fatalities from the projected 2,091 rural fatalities in 2019 to not more than 2,194 rural fatalities in 2021

[1] NHTSA Traffic Safety Facts 2016 Data: Young Drivers. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812498

[2] Teenagers 2016. Insurance Institute for Highway Safety. http://www.iihs.org/iihs/topics/t/teenagers/fatalityfacts/teenagers

[3] NHTSA Traffic Safety Facts 2016 Data: Young Drivers. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812498

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2019	482.0
2019	Fatal Crashes with a Driver Age 15 - 20	Annual	2019	444.0
2019	16-20 Year Old DUI Driver Fatal and Serious Injury Crash Rate (100K Population)	Annual	2019	10.1
2019	Urban Fatalities	Annual	2019	1,899.0
2019	Rural Fatalities	Annual	2019	2,074.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Training
2019	Driver Education and Behavior Public Information Campaigns
2019	Driver Education and Behavior Program Management
2019	Driver Education and Behavior Evaluation

5.2.1 Countermeasure Strategy: Driver Education and Behavior Training

Program area	Driver Education and Behavior
Countermeasure strategy	Driver Education and Behavior Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of

innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will provide assistance to update the driver's education curriculum and administrative standards; it also improves the recording of distracted driving as a contributing factor on crash reports.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy is part of Texas' robust driver education and behavior program, which includes activities on driver education and training, as well as regional task forces, outreach and awareness, and media. This strategy will help Texas meet the targets established in the Driver Education and Behavior Problem Identification section of the HSP, including reducing the number of drivers under 21 involved in fatal crashes; the number of fatal crashes with a driver aged 15-20, and the rate of 16-20 year-old DUI driver fatal and serious injury crash rate. This strategy also seeks to reduce the number of urban and rural fatalities. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries. In recent years, funding in this program area has increased , for this strategy and the three complementary strategies in Driver Education and Behavior.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Driver Education and Behavior Program plan and its associated strategies include elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 4 – Driver Education, and Countermeasures That Work as outlined in the strategies section. Texas will continue to focus on young driver, distracted driving-related, and other driver behavior-related fatalities which continue to be a statewide problem. TxDOT Driver Education and Behavior Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure

66673	2019-ESCVI-G-1YG-0090	Driver Education and Behavior Training
66544	2019-NSC-G-1YG-0004	Driver Education and Behavior Training
66628	2019-TTI-G-1YG-0076	Driver Education and Behavior Training

5.2.1.1 Planned Activity: 2019-ESCVI-G-1YG-0090

Planned activity name	2019-ESCVI-G-1YG-0090
Planned activity number	66673
Primary countermeasure strategy	Driver Education and Behavior Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Texas Traffic SAFETY Education Staff Improvement Program. Safety Alliance For Educating Texas Youth.: Program will provide 9 Teen Driver Education staff development workshops to 300 instructors. Training will be presented by instructor trainers using a variety of current topics & marketed statewide.

Enter intended subrecipients.

Education Service Center, Region VI

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$93,364.12	$34,255.00	$93,364.12

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.1.2 Planned Activity: 2019-NSC-G-1YG-0004

Planned activity name	2019-NSC-G-1YG-0004

Planned activity number 66544

Primary countermeasure strategy Driver Education and Behavior Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Our Driving Concern: Texas Employer Transportation Safety : Continued & expanded traffic safety outreach to Texas employers encouraging the use of best practice programs that promote safe driving behaviors among employees & their families.

Enter intended subrecipients.

National Safety Council

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$470,653.45	$139,129.20	$470,653.45

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.1.3 Planned Activity: 2019-TTI-G-1YG-0076

Planned activity name	2019-TTI-G-1YG-0076
Planned activity number	66628
Primary countermeasure strategy	Driver Education and Behavior Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Assemblies and Mobile App to Deter Distracted Driving Amongst Teens and Young Adults : To utilize long-term partner, Tyson Dever, and the TDS App to deter distracted driving among teens & young adults by using the 15+ year network & social media channels of Teens in the Driver Seat.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

2019 Driver Education and Behavior Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$119,733.16	$29,945.28	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.2 Countermeasure Strategy: Driver Education and Behavior Public Information Campaigns

Program area	Driver Education and Behavior
Countermeasure strategy	Driver Education and Behavior Public Information Campaigns

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will develop and implement public information and education efforts on traffic safety issues; and conduct public information and education campaigns related to distracted driving.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy will help Texas meet the targets established in the Driver Education and Behavior Problem Identification section of the HSP, including reducing the number of drivers under 21 involved in fatal crashes; the number of fatal crashes with a driver aged 15-20, and the rate of 16-20 year-old DUI driver fatal and serious injury crash rate. This strategy also seeks to reduce the number of urban and rural fatalities. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries. This strategy is part of Texas' robust driver education and behavior program, which include regional task forces, outreach and awareness, and media activities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Driver Education and Behavior Program plan and its associated strategies include elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 4 – Driver Education, and Countermeasures That Work as outlined in the strategies section. Texas will continue to focus on young driver, distracted driving-related, and other driver behavior-related fatalities which continue to be a statewide problem. TxDOT Driver Education and Behavior Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
67792	2019-Hillcres-G-1YG-0206	Driver Education and Behavior Public Information Campaigns
67249	2019-IPCOGD-G-1YG-0146	Driver Education and Behavior Public Information Campaigns
67247	2019-MHH-G-1YG-0144	Driver Education and Behavior Public Information Campaigns
67306	2019-TAFCC-G-1YG-0158	Driver Education and Behavior Public Information Campaigns
66566	2019-TMCEC-G-1YG-0020	Driver Education and Behavior Public Information Campaigns
66617	2019-TTI-G-1YG-0065	Driver Education and Behavior Public Information Campaigns
66625	2019-TTI-G-1YG-0073	Driver Education and Behavior Public Information Campaigns
70569	2019-TxDOT-G-1YG-0249	Driver Education and Behavior Public Information Campaigns
70570	2019-TxDOT-G-1YG-0250	Driver Education and Behavior Public Information Campaigns
67675	2019-TxTechLB-G-1YG-0179	Driver Education and Behavior Public Information Campaigns

5.2.2.1 Planned Activity: 2019-Hillcres-G-1YG-0206

Planned activity name	2019-Hillcres-G-1YG-0206
Planned activity number	67792

Primary countermeasure strategy Driver Education and Behavior Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Hillcrest Baptist Medical Center-Hillcrest

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$282,332.66	$135,958.15	$282,332.66

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.2.2 Planned Activity: 2019-IPCOGD-G-1YG-0146

Planned activity name	2019-IPCOGD-G-1YG-0146
Planned activity number	67249
Primary countermeasure strategy	Driver Education and Behavior Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

North Texas Distracted Driving Prevention Program: A project aimed at decreasing distracted driving, with a focus on individuals 15-24 years of age in Dallas County.

Enter intended subrecipients.

Injury Prevention Center of Greater Dallas

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

2019 Driver Education and Behavior Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$50,752.44	$28,240.35	$50,752.44

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.2.3 Planned Activity: 2019-MHH-G-1YG-0144

Planned activity name	2019-MHH-G-1YG-0144
Planned activity number	67247
Primary countermeasure strategy	Driver Education and Behavior Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Live Your DREAMS (Distraction REduction Among Motivated Students): DREAMS program aims to reduce impaired and distracted driving among teens in the Houston District utilizing a multi-tiered approach of community, classroom and hospital-based education and training.

Enter intended subrecipients.

Memorial Hermann Hospital

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA	Driver Education	$80,211.25	$51,642.36	$80,211.25

402 (FAST)

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.2.4 Planned Activity: 2019-TAFCC-G-1YG-0158

Planned activity name	2019-TAFCC-G-1YG-0158
Planned activity number	67306
Primary countermeasure strategy	Driver Education and Behavior Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Texas Family, Career, and Community Leaders of America (FCCLA) Members Traffic Safety Campaigns.: The Texas FCCLA members will conduct public information and education traffic safety campaigns including impaired driving, occupant protection, motorist safety awareness or distracted driving.

Enter intended subrecipients.

Texas Association, Family, Career and Community

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$15,788.00	$6,781.30	$15,788.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.2.5 Planned Activity: 2019-TMCEC-G-1YG-0020

Planned activity name	2019-TMCEC-G-1YG-0020
Planned activity number	66566
Primary countermeasure strategy	Driver Education and Behavior Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Texas Municipal Courts Education Center

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$330,342.52	$102,114.67	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.2.6 Planned Activity: 2019-TTI-G-1YG-0065

Planned activity name	2019-TTI-G-1YG-0065
Planned activity number	66617
Primary countermeasure strategy	Driver Education and Behavior Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Traffic Safety Improvement of Senior Drivers in Texas: This project will include a systemic safety analysis that will be used to develop outreach programs for drivers aged 80 years and older.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$108,369.68	$27,117.80	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.2.7 Planned Activity: 2019-TTI-G-1YG-0073

Planned activity name	2019-TTI-G-1YG-0073
Planned activity number	66625
Primary countermeasure strategy	Driver Education and Behavior Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Peer-to-Peer Traffic Safety Program for Youth in Texas (Teens in the Driver Seat, etc.): Deploy peer-to-peer traffic safety programming & deliver safe driving assemblies at junior high/middle schools, high schools & colleges in Texas.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$806,471.24	$268,946.52	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.2.8 Planned Activity: 2019-TxDOT-G-1YG-0249

Planned activity name	2019-TxDOT-G-1YG-0249
Planned activity number	70569
Primary countermeasure strategy	Driver Education and Behavior Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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."

Enter intended subrecipients.

TxDOT - Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Special Distracted Driving	405e Public Education (FAST)	$1,200,000.00	$1,200,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.2.9 Planned Activity: 2019-TxDOT-G-1YG-0250

Planned activity name	2019-TxDOT-G-1YG-0250
Planned activity number	70570
Primary countermeasure strategy	Driver Education and Behavior Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Heavy Trucks &Work Zones (Energy Sector, IH35 WZ, 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 ...

Enter intended subrecipients.

TxDOT - Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	Other	Roadway Safety (FAST)	$2,750,000.00	$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.2.10 Planned Activity: 2019-TxTechLB-G-1YG-0179

Planned activity name	2019-TxTechLB-G-1YG-0179
Planned activity number	67675

Primary countermeasure strategy Driver Education and Behavior Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Analyze teen driver crash trends in rural West Texas and inform drivers & parents through education: To enhance the ongoing education program, we will further analyze teen driver crash statistics in rural Texas and incorporate the data into the current education program.

Enter intended subrecipients.

Texas Tech University - Lubbock

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$149,093.59	$43,400.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.3 Countermeasure Strategy: Driver Education and Behavior Program Management

Program area	Driver Education and Behavior
Countermeasure strategy	Driver Education and Behavior Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy increases public knowledge, perception, and understanding of driver education, traffic safety, for all road users.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy will help Texas meet the targets established in the Driver Education and Behavior Problem Identification section of the HSP, including reducing the number of drivers under 21 involved in fatal crashes; the number of fatal crashes with a driver aged 15-20, and the rate of 16-20 year-old DUI driver fatal and serious injury crash rate. This strategy also seeks to reduce the number of urban and rural fatalities. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries. In recent years, funding in this program area has increased , for this strategy and the three complementary strategies in Driver Education and Behavior.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Driver Education and Behavior Program plan and its associated strategies include elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 4 – Driver Education, and Countermeasures That Work as outlined in the strategies section. Texas will continue to focus on young driver, distracted driving-related, and other driver behavior-related fatalities which continue to be a statewide problem. TxDOT Driver Education and Behavior Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
69273	2019-BeeHive-G-1YG-0244	Driver Education and Behavior Program Management

5.2.3.1 Planned Activity: 2019-BeeHive-G-1YG-0244

Planned activity name	2019-BeeHive-G-1YG-0244
Planned activity number	69273
Primary countermeasure strategy	Driver Education and Behavior Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Beehive PI&E Management FY2019: Beehive Specialty will store and manage TxDOT Traffic Safety Program PI&E inventory for statewide distribution. PO is attached in lieu of grant agreement.

Enter intended subrecipients.

Beehive Specialty

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$118,300.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.4 Countermeasure Strategy: Driver Education and Behavior Evaluation

Program area	Driver Education and Behavior
Countermeasure strategy	Driver Education and Behavior Evaluation

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will assist local, state, and national traffic safety campaigns; and implement and evaluate program efforts to reduce the incidence of distracted driving. The activities under this countermeasure include surveys to assess mobile communication use across the state, and in 18 select cities; and an annual statewide traffic attititude and awareness survey.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy will help Texas meet the targets established in the Driver Education and Behavior Problem Identification section of the HSP, through the use of evaluation activities. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries, specifically working toward reducing the number of drivers under 21 involved in fatal crashes; the number of fatal crashes with a driver aged 15-20, and the rate of 16-20 year-old DUI driver fatal and serious injury crash rate. This strategy also seeks to reduce the number of urban and rural fatalities. In recent years, funding in this program area has increased , for this strategy and the three complementary strategies in Driver Education and Behavior.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Driver Education and Behavior Program plan and its associated strategies include elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 4 – Driver Education, and Countermeasures That Work as outlined in the strategies section. Texas will focus on young driver, distracted driving-related, and other driver behavior-related fatalities which continue to be a statewide problem. TxDOT Driver Education and Behavior Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
66582	2019-TTI-G-1YG-0030	Driver Education and Behavior Evaluation
66585	2019-TTI-G-1YG-0033	Driver Education and Behavior Evaluation
66586	2019-TTI-G-1YG-0034	Driver Education and Behavior Evaluation

5.2.4.1 Planned Activity: 2019-TTI-G-1YG-0030

Planned activity name	2019-TTI-G-1YG-0030
Planned activity number	66582
Primary countermeasure strategy	Driver Education and Behavior Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Mobile Communication Device Use in 18 Texas Cities : Project will be to conduct an observational survey of driver use of mobile communication devices. This will provide annual texting and cell phone use rates for drivers in 18 Texas cities.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Evaluation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$28,975.00	$7,246.38	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.4.2 Planned Activity: 2019-TTI-G-1YG-0033

Planned activity name	2019-TTI-G-1YG-0033
Planned activity number	66585
Primary countermeasure strategy	Driver Education and Behavior Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Texans' Attitudes and Awareness of Traffic Safety Programs : Conduct a survey to assess statewide driver attitude and awareness of traffic safety programs in Texas, and to measure self-reported safety related behaviors.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Evaluation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$62,785.00	$15,703.55	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.4.3 Planned Activity: 2019-TTI-G-1YG-0034

Planned activity name	2019-TTI-G-1YG-0034
Planned activity number	66586
Primary countermeasure strategy	Driver Education and Behavior Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Survey to Assess Statewide Mobile Communication Use : Estimate statewide mobile communication device use (cell phone and texting) by Texas drivers by conducting an observational survey.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Driver Education and Behavior Evaluation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$79,585.00	$19,903.28	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

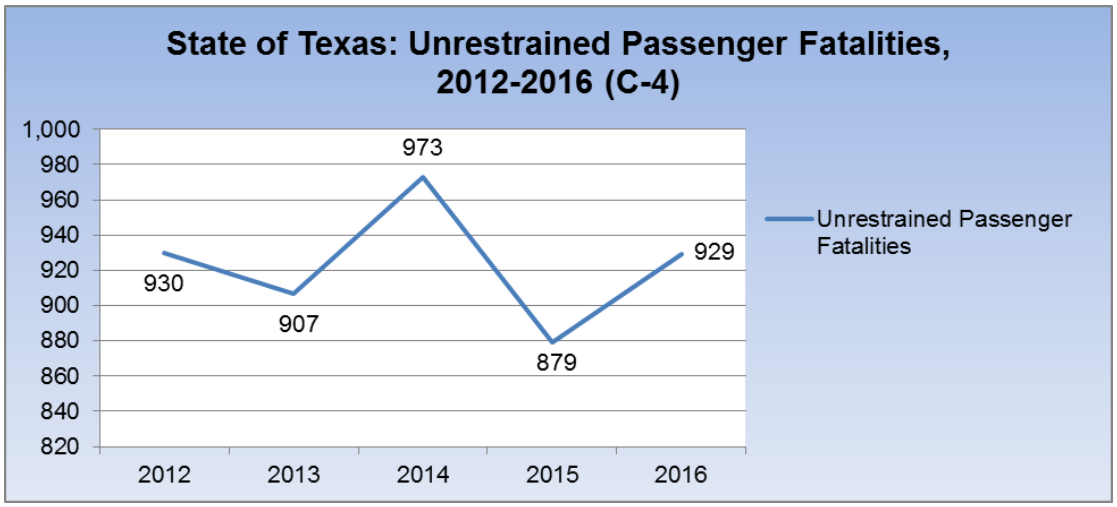
Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

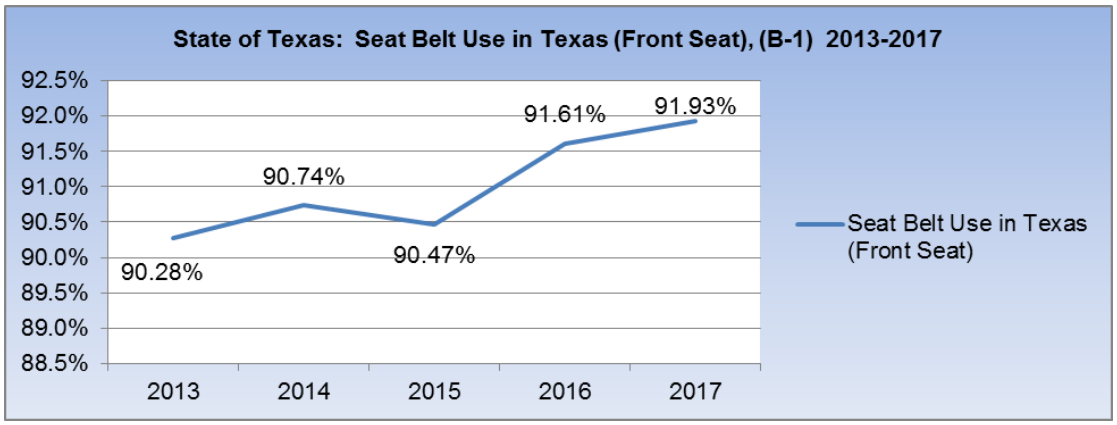
Occupant Protection (OP)

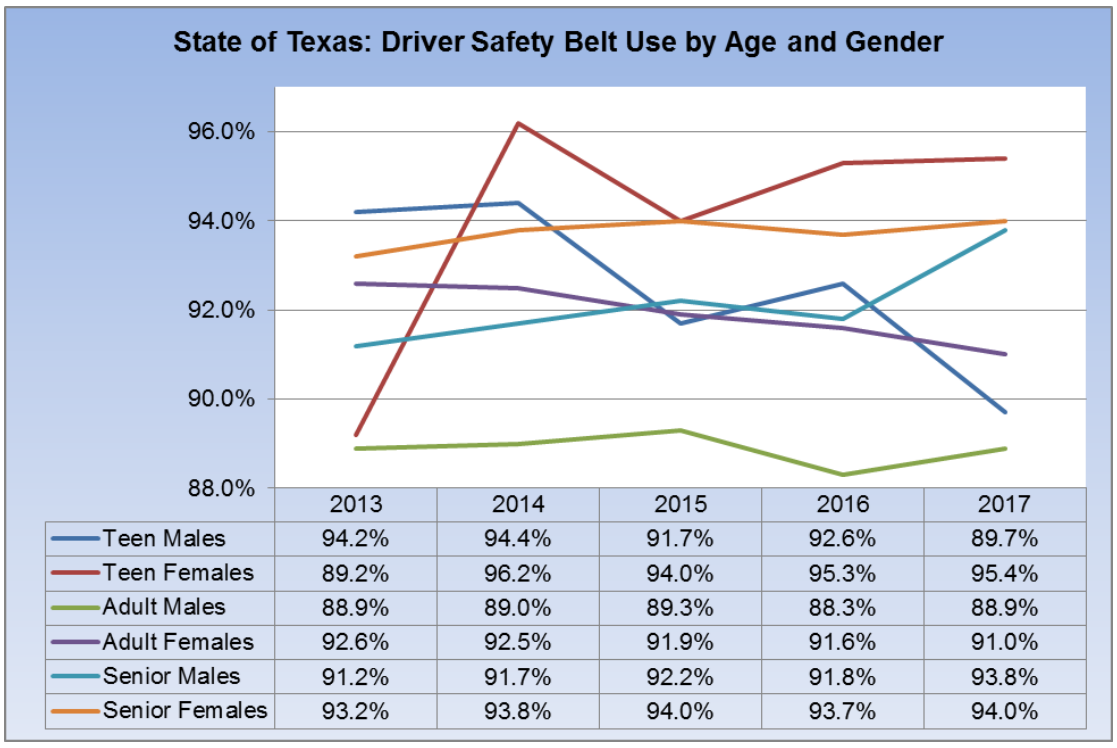
Problem ID There were 929 fatalities involving unrestrained occupants in Texas in 2016, which is an increase from the 879 that occurred in 2015. In 2016, 43% of these fatalities, where restraint usage was applicable and known, were unrestrained.



Source: Fatality Analysis Reporting System (FARS, April 20, 2018).

TTI uses a methodology to measure seat belt usage that provides a true comparison to usage rates measured in previous years, thus effectively establishing a new baseline for future trend comparisons. For 2017, Texas had a seat belt usage rate of 91.93%.[1]



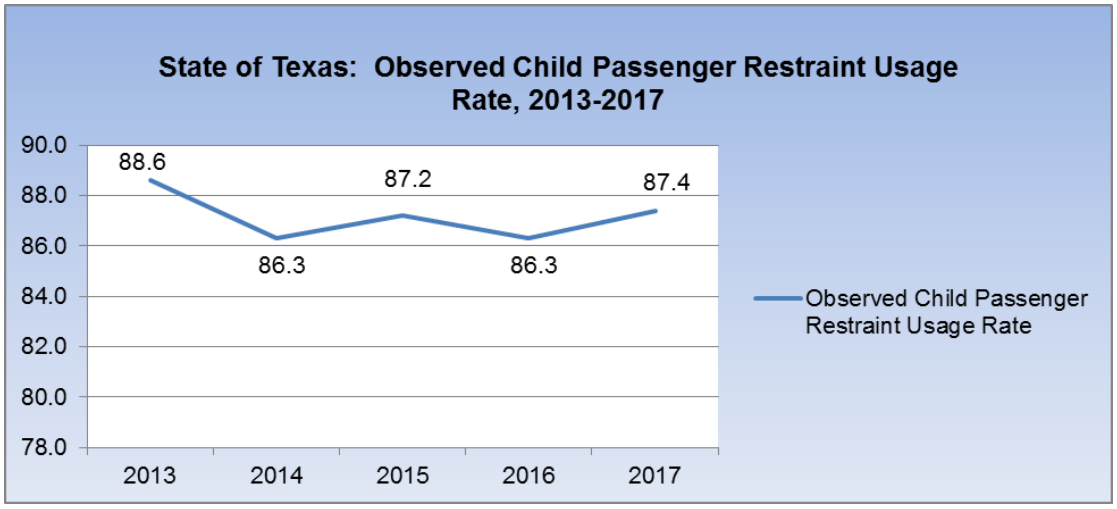


	2013	2014	2015	2016	2017
Teen Males	94.2%	94.4%	91.7%	92.6%	89.7%
Teen Females	89.2%	96.2%	94.0%	95.3%	95.4%
Adult Males	88.9%	89.0%	89.3%	88.3%	88.9%
Adult Females	92.6%	92.5%	91.9%	91.6%	91.0%
Senior Males	91.2%	91.7%	92.2%	91.8%	93.8%
Senior Females	93.2%	93.8%	94.0%	93.7%	94.0%

Source: Texas A&M University Transportation Institute (TTI), Survey August 2017

Overall, females were observed to be more likely to be restrained than males. Passengers were more likely to be buckled up when the driver was buckled up.

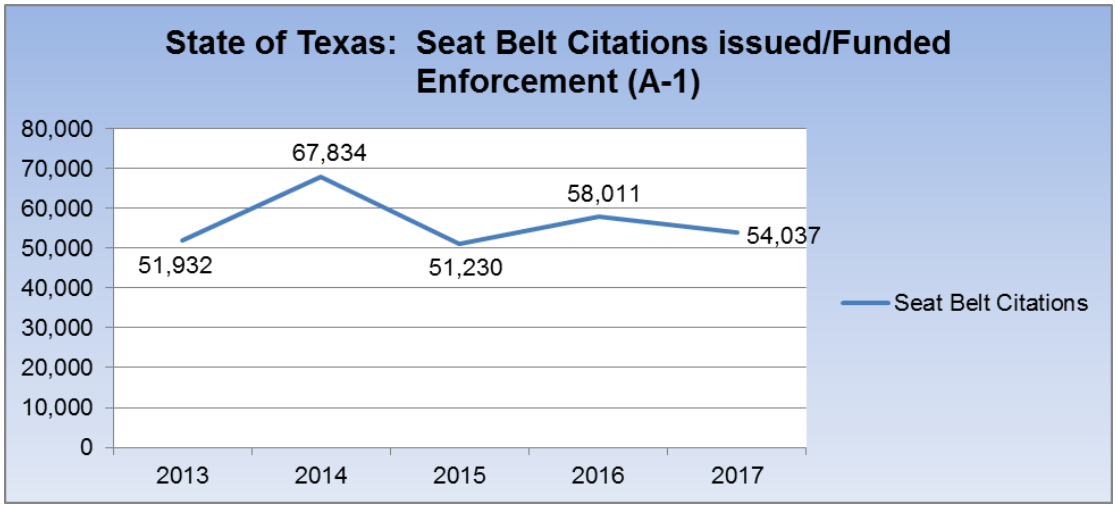
The 2017 survey of child restraint usage revealed that 87.4% of children were restrained in a child safety seat or seat belt in some manner. This is an increase from 86.3% rate that was observed in 2016. When observed to be in the front seat, infants and small children who could belong in a child safety seat were least likely to be buckled-in as passengers. The State of Texas has multiple programs that will increase the child restraint usage percentages. Federal dollars, as well as state and local funds, will provide technician training, car seat checkup events and seat distribution, as well as media campaigns and other outreach to increase this rate.



Source: Texas A&M University Transportation Institute (TTI), August 2017

Restraint use in cars was higher than restraint use in pickup trucks; 92.55% for car drivers compared to 90.71% for pickup drivers, and 91.79% for car passengers compared to 89.98% for pickup truck passengers.[2]

Texas will continue to fund and support law enforcement with the goal to increase the number of seat belt citations issued during grant funded activities, and these projects, along with occupant protection media campaign efforts, have a special focus on increasing nighttime seat belt use. Texas' Click It or Ticket campaign uses the slogan, "Click It or Ticket Day and Night," and all public information and education materials convey that message. Enforcement projects have the flexibility of working both day and night. TV PSAs, radio, billboards, digital messaging, fact sheets, and information cards include the "Click It or Ticket Day and Night" message.



Source: Texas Department of Transportation TRF-TS eGrants, April 20, 2018.

OP Performance Measures and Target Setting TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2019) and long-term (2021) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2012 through 2016 (FARS) or 2013-2017 (CRIS). TxDOT established its 2019 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust occupant protection program, to include elements in high-visibility enforcement, training, regional task forces, and media. In addition to traditional enforcement and other associated occupant protection programs, TxDOT will work in conjunction with stakeholders and regional coalitions to increase the usage rates of seat belts and child restraints to reduce the incidence of unrestrained driving and associated injuries from these traffic crashes and improve the unrestrained driving situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 20 – Occupant Protection, and Countermeasures That Work as outlined in the strategies and enforcement sections.

Trend projections indicate that for 2019, the State of Texas can expect to report 948 unrestrained fatalities. By 2021, Texas can expect to report 964 unrestrained fatalities. The calculations for these projections and targets* are as follows:

C-4	2011	2012	2013	2014	2015	2016
Unrestrained Passenger Fatalities	842	930	907	973	859	929

Unrestrained Passenger Fatalities	2017	2018	2019	2020	2021	2022
M Value	7.7	7.7	7.7	7.7	7.7	7.7
X Value	7.00	8.00	9.00	10.00	11.00	12.00
B Value	879.1	879.1	879.1	879.1	879.1	879.1
Projection	933	941	948	956	964	972
Target	933	937	941	945	948	952

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using Texas A&M data indicate that for 2019, the State of Texas can expect to report a child passenger restraint use rate of 84.4%. By 2021, Texas can expect to report child passenger restraint use rate of 83.2%. The calculations for these projections and targets* are as follows:

	2012	2013	2014	2015	2016	2017
Child Passenger Restraint Usage	88.6	88.6	86.3	87.2	86.3	87.4

Child Passenger Restraint Usage	2018	2019	2020	2021	2022
M	-0.6	-0.6	-0.6	-0.6	-0.6
X	7.00	8.00	9.00	10.00	11.00
B	89.2	89.2	89.2	89.2	89.2
Projection	85.0	84.4	83.8	83.2	82.6
Target	85.3	85.1	84.8	84.5	84.3

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

OP Impacts of Proposed Strategies Strategies proposed for the Occupant Protection Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of unrestrained driving.

Enforcement, media, outreach and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. These efforts are designed to achieve the most effective impact on reducing overall unrestrained fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for enforcement, media campaigns and outreach, child passenger safety seat technician training, and installation and

distribution of child passenger safety are planned for FY19 to assist Texas with reducing unrestrained fatalities and increasing safety belt and child passenger safety usage rates.

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

Texas will continue to focus on unrestrained fatalities which continue to be a statewide problem. TxDOT Occupant Protection Program activities will continue to assist the State in achieving a reduction or sustaining the number of unrestrained driving fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

OP Performance Targets:

Target: Number of unrestrained passenger fatalities (C-4)

2019 Target: To decrease the expected rise of the number of unrestrained fatalities from 929 unrestrained fatalities in 2016 to not more than 941 unrestrained fatalities in 2019

2021 Target: To maintain the number of unrestrained fatalities from the projected 948 unrestrained fatalities in 2019 to not more than 948 unrestrained fatalities in 2021

Observed seat belt usage rate for the State of Texas (B-1)

2019 Target: To increase the observed seat belt usage rate from 91.93% observed seat belt usage rate in 2017 to 91.95% observed seat belt usage rate in 2019

2021 Target: To increase the observed seat belt usage rate from the projected 91.95% observed seat belt usage rate in 2019 to 91.99% observed seat belt usage rate in 2021

Observed child passenger restraint usage rate for the state of Texas

2019 Target: To reduce the projected decrease in observed child passenger usage rate from 87.4% observed child passenger usage rate in 2017 to 85.1% observed child passenger usage rate in 2019

2021 Target: To increase the observed child passenger usage rate from the projected 84.4% observed child passenger usage rate in 2019 to 84.5% observed child passenger usage rate in 2021

Number of seat belt citations issued during grant funded enforcement activities (A-1)

2018 Target: NHTSA activity measure - no objective set

2020 Target: NHTSA activity measure - no objective set

[1] 2017 Texas Statewide Survey of Seat Belt Use, TX A&M, TTI, 2017

[2] Womack Katie N. "2017 Survey of Statewide Seatbelt Use". Texas A&M University Transportation Institute. August 2017.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2019	941.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	91.7
2019	A-1 Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities	Annual	2019	
2019	Child Passenger Restraint Usage	Annual	2019	85.1

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Training
2019	Occupant Protection Public Information Campaigns
2019	Occupant Protection Evaluation
2019	Occupant Protection Enforcement

5.3.1 Countermeasure Strategy: Occupant Protection Training

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Occupant Protection Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of

innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will Increase occupant protection education, training, and awareness of safety belt issues for law enforcement, judges and prosecutors; increase EMS/fire department involvement in CPS fitting stations; and increase training opportunities and retention of child passenger safety (CPS) technicians and instructors.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This countermeasure strategy will Increase occupant protection education, training, and awareness of safety belt issues for law enforcement, judges and prosecutors; increase EMS/fire department involvement in CPS fitting stations; and increase training opportunities and retention of child passenger safety (CPS) technicians and instructors.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Occupant Protection Program plan and its associated strategies include elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 20 – Occupant Protection*, and *Countermeasures That Work* as outlined in the strategies and enforcement sections. The plan contains funding for enforcement, media campaigns and outreach, child passenger safety seat technician training, and installation and distribution of child passenger safety are planned for FY19 to assist Texas with reducing unrestrained fatalities and increasing safety belt and child passenger safety usage rates. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
66583	2019-TTI-G-1YG-0031	Occupant Protection Training

5.3.1.1 Planned Activity: 2019-TTI-G-1YG-0031

Planned activity name	2019-TTI-G-1YG-0031
Planned activity number	66583
Primary countermeasure strategy	Occupant Protection Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Statewide Conference on Occupant Protection for Children : Project will execute a statewide conference for child passenger safety technicians & instructors to raise awareness of CPS issues & conduct a minimum 6-hour CEU training for CPS techs & instructors.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Community CPS Services (FAST)	$125,510.00	$31,390.20	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3.2 Countermeasure Strategy: Occupant Protection Public Information Campaigns

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Occupant Protection Public Information Campaigns

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will increase public information and education campaigns; increase intervention efforts by healthcare professionals, teachers, and all safety advocates; concentrate efforts on historically low use populations; and maintain CPS seat distribution programs for low income families.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Media, outreach and public information and eduction activities are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/communities in the State. Occupant Protection campaign efforts will support the national Click It or Ticket campaign, and will also support national Child Passenger Safety Week.These efforts are designed to achieve the most effective impact on increasing restraint use and reducing overall unrestrained driving fatalities and injuries.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Occupant Protection Program plan and its associated strategies include elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 20 – Occupant Protection*, and *Countermeasures That Work* as outlined in the strategies and enforcement sections. The plan contains funding for enforcement, media campaigns and outreach, child passenger safety seat technician training, and installation and distribution of child passenger safety seats are planned for FY19 to assist Texas with reducing unrestrained fatalities and increasing safety belt and child passenger safety usage rates. Activities associated with this strategy also support national campaigns and mobilizations including national Child Passenger Safety Week and the Click It or Ticket campaign and enforcement mobilization. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
67293	2019-AustinEM-G-1YG-0153	Occupant Protection Public Information Campaigns
66551	2019-DCMCCT-G-1YG-0010	Occupant Protection Public Information Campaigns
67192	2019-ELPCH-G-1YG-0132	Occupant Protection Public Information Campaigns
66672	2019-ESCVI-G-1YG-0089	Occupant Protection Public Information Campaigns
66720	2019-HHS-G-1YG-0100	Occupant Protection Public Information Campaigns

67238	2019-IPCOGD-G-1YG-0143	Occupant Protection Public Information Campaigns
66734	2019-TCH-G-1YG-0101	Occupant Protection Public Information Campaigns
67157	2019-TDSHS-G-1YG-0125	Occupant Protection Public Information Campaigns
66757	2019-Texas Ag-G-1YG-0105	Occupant Protection Public Information Campaigns
70573	2019-TxDOT-G-1YG-0253	Occupant Protection Public Information Campaigns
67186	2019-TxHSTF-G-1YG-0129	Occupant Protection Public Information Campaigns

5.3.2.1 Planned Activity: 2019-AustinEM-G-1YG-0153

Planned activity name	2019-AustinEM-G-1YG-0153
Planned activity number	67293
Primary countermeasure strategy	Occupant Protection Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d),

demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Austin-Travis County EMS (ATCEMS) Child Passenger Safety Collaborative Program: Providing families in our target area education and child safety seats to ensure safe travel through a multifaceted program while creating a consistent CPS infrastructure for a continuum of service.

Enter intended subrecipients.

City of Austin - EMS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$137,816.00	$37,350.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3.2.2 Planned Activity: 2019-DCMCCT-G-1YG-0010

Planned activity name	2019-DCMCCT-G-1YG-0010
Planned activity number	66551
Primary countermeasure strategy	Occupant Protection Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Dell Children's Medical Center (DCMC) Kids In Cars Program: DCMC will conduct child passenger check-up clinics and events, and coordinate scheduling for these services in Bastrop, Blanco, Burnet, Caldwell, Hays, Travis, and Williamson Counties.

Enter intended subrecipients.

Dell Children's Medical Center of Central Texas

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$242,747.50	$85,999.62	$242,747.50

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3.2.3 Planned Activity: 2019-ELPCH-G-1YG-0132

Planned activity name	2019-ELPCH-G-1YG-0132
Planned activity number	67192
Primary countermeasure strategy	Occupant Protection Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d),

demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

El Paso Children's Child Passenger Safety Program: The goal of the El Paso Children's Child Passenger Safety Program is to educate families/children in El Paso County about the importance of seatbelt and child restraint use in vehicles.

Enter intended subrecipients.

El Paso Children's Hospital

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$45,800.79	$40,898.84	$45,800.79

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3.2.4 Planned Activity: 2019-ESCVI-G-1YG-0089

Planned activity name	2019-ESCVI-G-1YG-0089
Planned activity number	66672
Primary countermeasure strategy	Occupant Protection Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail

required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Student Training in Occupant Protection "STOP" Program.: This program is designed to implement occupant protection workshops to teach students, adults, and educators the proper use and importance of seat belts and child passenger safety seat systems.

Enter intended subrecipients.

Education Service Center, Region VI

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$109,755.71	$36,651.50	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3.2.5 Planned Activity: 2019-HHS-G-1YG-0100

Planned activity name	2019-HHS-G-1YG-0100
Planned activity number	66720
Primary countermeasure strategy	Occupant Protection Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under §

1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Texas KidSafe Child Passenger Safety 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.

Enter intended subrecipients.

Hillcrest Baptist Medical Center-HHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$368,040.70	$319,276.54	$368,040.70

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3.2.6 Planned Activity: 2019-IPCOGD-G-1YG-0143

Planned activity name	2019-IPCOGD-G-1YG-0143
Planned activity number	67238
Primary countermeasure strategy	Occupant Protection Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the

State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

North Texas Child Passenger Safety Training and Distribution Program: A one-year child passenger safety initiative to certify child passenger safety technicians, educate hospital staff and caregivers, and distribute child safety seats to Dallas County families in need.

Enter intended subrecipients.

Injury Prevention Center of Greater Dallas

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$73,224.29	$39,643.85	$73,224.29

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3.2.7 Planned Activity: 2019-TCH-G-1YG-0101

Planned activity name	2019-TCH-G-1YG-0101
Planned activity number	66734
Primary countermeasure strategy	Occupant Protection Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Texas Children's Hospital

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$253,245.11	$338,758.52	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3.2.8 Planned Activity: 2019-TDSHS-G-1YG-0125

Planned activity name	2019-TDSHS-G-1YG-0125
Planned activity number	67157
Primary countermeasure strategy	Occupant Protection Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Statewide Child Passenger Safety Education and Distribution Program: Texas Department of State Health Services-Safe Riders operates a safety seat distribution education program that supports low-income families with a wide range of occupant protection resources.

Enter intended subrecipients.

Texas Department of State Health Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$622,143.19	$519,502.04	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3.2.9 Planned Activity: 2019-Texas Ag-G-1YG-0105

Planned activity name	2019-Texas Ag-G-1YG-0105
Planned activity number	66757
Primary countermeasure strategy	Occupant Protection Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Passenger Safety: 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.

Enter intended subrecipients.

Texas A&M Agrilife Extension Service

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$532,612.00	$291,244.00	$532,612.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3.2.10 Planned Activity: 2019-TxDOT-G-1YG-0253

Planned activity name	2019-TxDOT-G-1YG-0253
Planned activity number	70573
Primary countermeasure strategy	Occupant Protection Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Occupant Protection (CIOT/TCIOT/CPASS) : 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.

Enter intended subrecipients.

TxDOT - Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Public Education (FAST)	$3,000,000.00	$3,000,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3.2.11 Planned Activity: 2019-TxHSTF-G-1YG-0129

Planned activity name	2019-TxHSTF-G-1YG-0129

Planned activity number 67186

Primary countermeasure strategy Occupant Protection Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Prevent Child Heatstroke in Cars : A Statewide, community-based, information and education campaign to promote prevention and create public awareness of child heatstroke deaths and injuries in vehicles in Texas.

Enter intended subrecipients.

Texas Heatstroke Task Force

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	Other	Alcohol (FAST)	$17,799.41	$4,822.68	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3.3 Countermeasure Strategy: Occupant Protection Evaluation

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Occupant Protection Evaluation

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will evaluate the occupant restraint use including child safety seats in passenger vehicles and trucks.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This proposed strategy for the Occupant Protection Program impacts all areas of the State. The planned activities are evidence-based and have been shown to be effective measures for positively impacting the issue unrestrained driving. In addition to traditional enforcement and other associated occupant protection programs, TxDOT will work in conjunction with stakeholders and regional coalitions to increase the usage rates of seat belts and child restraints to reduce the incidence of unrestrained driving and associated injuries from these traffic crashes and improve the unrestrained driving situation in Texas.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Occupant Protection Program plan and its associated strategies include elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 20 – Occupant Protection*, and *Countermeasures That Work* as outlined in the strategies and enforcement sections. The plan contains funding for enforcement, media campaigns and outreach, child passenger safety seat technician training, and installation and distribution of child passenger safety are planned for FY19 to assist Texas with reducing unrestrained fatalities and increasing safety belt and child passenger safety usage rates. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
66584	2019-TTI-G-1YG-0032	Occupant Protection Evaluation
66587	2019-TTI-G-1YG-0035	Occupant Protection Evaluation
66588	2019-TTI-G-1YG-0036	Occupant Protection Evaluation

5.3.3.1 Planned Activity: 2019-TTI-G-1YG-0032

Planned activity name	2019-TTI-G-1YG-0032
Planned activity number	66584
Primary countermeasure strategy	Occupant Protection Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Evaluation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$49,380.00	$12,356.32	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3.3.2 Planned Activity: 2019-TTI-G-1YG-0035

Planned activity name	2019-TTI-G-1YG-0035
Planned activity number	66587
Primary countermeasure strategy	Occupant Protection Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Nighttime Seat Belt Use Observational Survey : Conduct observational surveys of seat belt use during nighttime hours in 18 Texas cities.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Evaluation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Occupant Protection (FAST)	$77,740.00	$19,449.47	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3.3.3 Planned Activity: 2019-TTI-G-1YG-0036

Planned activity name	2019-TTI-G-1YG-0036
Planned activity number	66588
Primary countermeasure strategy	Occupant Protection Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Occupant Protection Surveys : Project will include statewide survey of seat belt use, urban seat belt use survey, child restraint survey, and school- age restraint use survey.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Evaluation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$370,700.00	$92,732.24	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.3.4 Countermeasure Strategy: Occupant Protection Enforcement

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Occupant Protection Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will sustain high visibility enforcement of occupant protection laws.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy demonstrates that Texas will continue to fund and support law enforcement to cite unrestrained drivers and passengers during grant funded activities. High Visibility Enforcement (HVE) activities are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the Click It or Ticket national enforcement period across the state. TxDOT plans to implement a more robust occupant protection program, to include elements in high-visibility enforcement, training, regional task forces, and media.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Occupant Protection Program plan and its associated strategies include elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 20 – Occupant Protection*, and *Countermeasures That Work* as outlined in the strategies and enforcement sections. This will assist Texas with reducing unrestrained fatalities and increasing safety belt and child passenger safety usage rates. The plan includes funding for enforcement, media campaigns and outreach, child passenger safety seat technician training, and installation and distribution of child passenger safety seats. Occupant Protection enforcement will include participation in and support of the national Click It or Ticket mobilization. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
00001	2019-STEP-Comprehensive	Police Traffic Services Enforcement
70575	2019-TxDOT-G-1YG-0255	Occupant Protection Enforcement

5.3.4.1 Planned Activity: 2019-TxDOT-G-1YG-0255

Planned activity name	2019-TxDOT-G-1YG-0255
Planned activity number	70575
Primary countermeasure strategy	Occupant Protection Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

STEP Click It Or Ticket : Coordinate and conduct yearly CIOT mobilization consisting of increased safety belt enforcement and earned media activities.

Enter intended subrecipients.

Abilene Police Department

Alvin - Police Department

Amarillo - Police Department

Anson - Police Dept

Austin Police Department

Carrollton Police Department

Corpus Christi Police Department

Dallas Police Department

Early Police Department

Garland - Police Department

Harlingen Police Department

Houston - Police Department

Jacinto City Police Department

Laredo Police Department

Lewisville Police Department

Lubbock Police Department

McAllen Police Department

Mesquite Police Department

Missouri - City Police Department

Paris Police Department

Pasadena Police Department

Pharr Police Department

San Benito Police Department

Seabrook - Police Department

Silsbee - Police Department

Snyder Police Department

Sugar Land Police Department

Waller - Police Department

Wharton Police Department

Wichita Falls Police Department

El Paso County Sheriff's Office

Ellis County Sheriff's Office

Fort Bend County Constable Precinct 3

Harris County Constable Precinct 7

Hopkins County Sheriff's Office

Montgomery County Constables Office Pct 1

Montgomery County Constables Office Pct 2

Montgomery County Constables Office Pct 4

Montgomery County Constables Office Pct 5

Travis County Sheriff's Office

Webb County Constable Pct. 1

Webb County Constable Pct. 2

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$500,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.4 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Traffic Records (TR)

Problem ID The Crash Record Information System is a web-based, online system designed to capture, process and analyze crash data for the State of Texas. Crash Reporting and Analysis for Safer Highways (CRASH) is one of the many components of the Crash Records Information System (CRIS), deployed October 2011, and enables law enforcement officers to submit crash reports directly into this State system.

CRIS also provides 12/7/365 Help Desk assistance to law enforcement officers and the general public CRIS/CRASH-related questions.

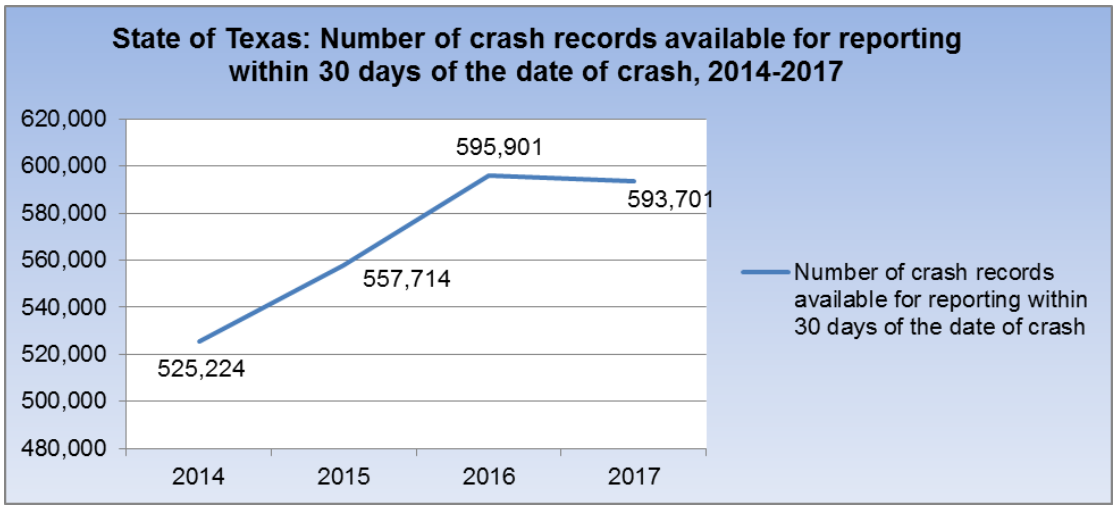
In addition to CRASH, law enforcement agencies can connect to CRIS through third-party vendors, called submission services, to submit records electronically. As of April 2018, 95% of crash reports are being submitted electronically, leaving 5% in paper records. CRIS also has Crash Report Online Purchase System (CROPS) which allows eligible individuals to purchase crash reports directly from CRIS.

The State's most recent assessment of the highway safety data and traffic records system was completed on May 15, 2018, which updated Texas' highway safety data and traffic records system to address each recommendation from an assessment conducted in March 2013.

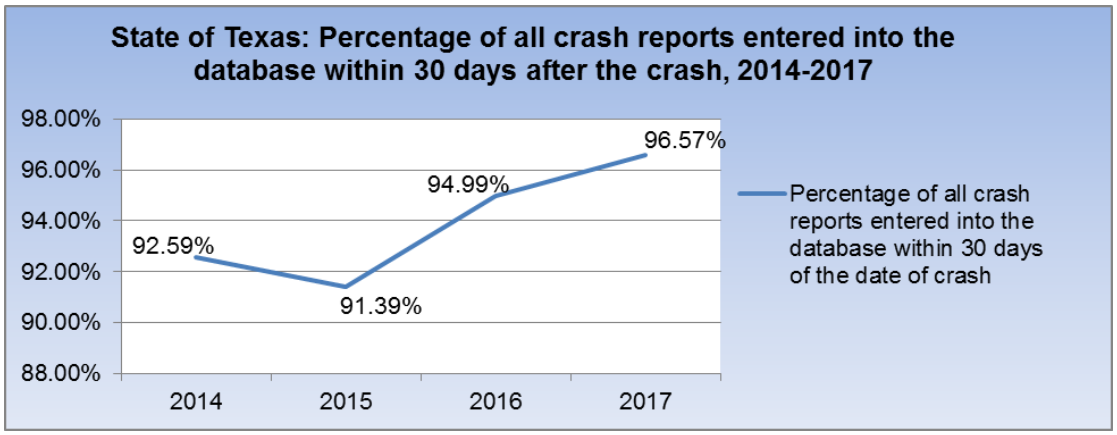
The Texas Traffic Records Coordination Committee, an interagency committee composed of voting members from the Texas Department of Public Safety (TxDPS), Texas Department of Transportation (TxDOT), Texas Department of State Health Services (DSHS), Texas Department of Motor Vehicles (TxDMV) and the Office of Court Administration (TxOCA) is tasked with providing executive direction on all matters related to the Texas Traffic Safety Information Systems (TSIS), and the Traffic Safety Information Systems Improvement Program. The recently updated *Texas Traffic Safety Information System Strategic Plan* is attached to this HSP as *Attachment 2-TR*.

TxDOT has seen the number of submitted crash reports increase from 528,181 between April 1, 2014-March 31, 2014 to 614,812 in the April 1, 2017-March 31, 2018 reporting period as reported in the TSIS. The average number of days between date of crash and availability in warehouse has declined from 19.80 days during the April 2013-March 2014 period to 11.08 in the April 2017-March 2018 time period. The percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash has increased from 87.68% in April 2013-March 2014, to 96.57% in April 2017-March 2018.

The following CRIS crash numbers were generated after the numbers generated for the Traffic Records Strategic Plan, and as the CRIS System is not a static system, there may be some data deviation based on the date the data was pulled.



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 24th, 2017.



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 April 20, 2018.

In addition to projects that increase timeliness of crash reporting, the State of Texas also strives to increase accessibility of the crash data for system end-users. This increased accessibility provides a faster and more accurate data set to these end-users such as the TRF-TS and Data-Driven Approaches to Crime and Traffic Safety (DDACTS) users at local police agencies. DDACTS has the additional benefit of improving accessibility to the crash data in several areas.

For DDACTS to be successful, officers and agencies use the electronic crash data for analysis. Many agencies will be submitting crash reports in a more timely fashion, paying more attention to the accuracy of that data, and accessing it more and more as the concepts of DDACTS show results in those areas. Agencies that are not currently submitting crash records electronically will be required to do so once they enter the DDACTS program, and this will improve accessibility for

all the users of the data. As a result, the state of Texas strives to decrease the time between the reported crash and the accessibility of the crash report in the data warehouse for use by these end users of the system.

System upgrades and project planning require inventory resources. Integration of all data sources, system custodians, data elements and attributes, and linkage variables ultimately create the seamless linkages useful for improving data accessibility. This bridge-building rests on six core traffic records data systems: Crash, Vehicle, Driver, Roadway, Citation/Adjudication, and EMS/Injury Surveillance. They use six performance attributes: Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility.

The State of Texas also has long-term plans to fully integrate the individual crash records systems, databases, and data across the program into a linked system. Integration of the crash records, trauma registry, citation data base, DUI tracking system, and other systems is the ultimate goal for TxDOT, including encouraging highway safety partners to pursue traffic records system linkages to help reduce traffic crashes and social harm and increasing the sharing of linked information to support a data-driven approach to traffic safety.

The first step in determining what data elements are best suited for linkage is to develop a traffic records inventory. Documenting these elements and their database structure allow easier and cleaner integration when systems are built and upgraded.

Linked data can be a rich resource for developing and measuring progress of a State's Highway Safety Plan, as well as for research used by safety agencies and stakeholders. Currently, the State of Texas is only linking a small percentage of the data from these systems as these projects move forward toward completion, however a recent study commissioned by the TRCC to study other states' TRCCs and data-linkages and recent completion of the State Traffic Records Assessment Program (STRAP) have shed new light on opportunities for overall TSIS improvement. A medium- and long-term plan to be developed by the TRCC in the coming FY will lay out a blueprint for how Texas plans to proceed with further linking activities in the coming years.

TR Performance Measures and Target Setting TxDOT will use a linear trend analysis to establish the new target(s). The linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets is analyzed. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2018) and long-term (2020) targets are consistent with the methodology used to establish SHSP targets and the short term targets are identical to the HSIP targets. The SHSP utilized a data-driven, multi-year, collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%

2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2014-2017 (CRIS). TxDOT established its 2019 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2013-2017 CRIS data. Also included was discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more resilient traffic records program, to include elements in data compilation, data mining, data storage, and increases in the timeliness and accuracy of traffic records. In addition to traditional data and other associated records programs, TxDOT will continue to actively participate in and provide administrative support to the Texas Traffic Records Coordinating Committee. TxDOT will work in conjunction with Texas Traffic Records Coordinating Committee in executing the statewide strategic plan to increase the accuracy and timeliness of traffic records as well as improve the analyzation of that data to improve the capabilities of our systems in Texas. This plan contains elements in compliance with the NHTSA *Uniform Guidelines for Highway Safety Programs No. 10 – Traffic Records*, and *Countermeasures That Work* as outlined in the strategies section.

Current trend projections using CRIS data indicate an increase in the number of crash records available for reporting within 30 days of the crash, and an increase in the percentage of all crash reports entered into the database within 30 days after the crash. Using target setting methodologies adopted in other program areas would result in an increase that would surpass 100% in the first year. As such, TxDOT has set targets based on a constant 1% positive over-the-year change.

Current trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report the number of crash records available for reporting within 30 days of the date of crash to increase to 613,957. By 2021, Texas can expect the number of all crash reports entered into the database within 30 days after the crash to increase to 626,298. The calculations for these projections and targets are as follows:

	2014	**2015**	**2016**	**2017**
Number of crash records available for reporting within 30 days of the date of crash	525,224	557,714	595,901	593,701

Average number of days between date of crash and availability in warehouse	2018	2019	2020	2021
Percent Increase	1.0%	1.0%	1.0%	1.0%
Projection	607,879	613,957	620,097	626,298
Target	607,879	613,957	620,097	626,298

Current trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report the percentage of all crash reports entered into the database within 30 days after the crash to increase to 96.49%. By 2021, Texas can expect the percentage of all crash reports entered into the database within 30 days after the crash to increase to 97.49%. The calculations for these projections and targets are as follows:

	2014	2015	2016	2017
Percentage of all crash reports entered into the database within 30 days after the crash	92.59%	91.39%	94.99%	96.57%

Percentage of all crash reports entered into the database within 30 days after the crash	2018	2019	2020	2021
Projection	95.99%	96.49%	96.99%	97.49%
Target	95.99%	96.49%	96.99%	97.49%

TR Impacts of Proposed Strategies Strategies proposed for the Traffic Records Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the ability to receive, compile, analyze and review data related to the issue of fatalities, injuries, and crashes.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for projects that increase the timeliness and accuracy of the data are planned for FY19 to assist Texas with data analyzation to more effectively reduce fatalities and injuries.

Texas will continue to focus on data analysis of the overall fatalities and injuries which continue to be a problem in Texas. TxDOT Traffic Records Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

TR Performance Targets:

Target: Number of crash records available for reporting within 30 days of the date of crash

2019 Target: To increase the number of crash records available for reporting within 30 days of the date of crash from 593,701 crash records available for reporting within 30 days of the date of crash in 2017 to 613,957 crash records available for reporting within 30 days of the date of crash in 2019

2021 Target: To increase the number of crash records available for reporting within 30 days of the date of crash to from the projected 613,957 crash records available for reporting within 30 days of the date of crash in 2019 to 626,298 crash records available for reporting within 30 days of the date of crash in 2021

Target: Percentage of all crash reports entered into the database within 30 days after the crash

2019 Target: To increase the percentage of all crash reports entered into the database within 30 days after the crash from 96.57% of all crash reports entered into the database within 30 days after the crash in 2017 to 96.49% of all crash reports entered into the database within 30 days after the crash in 2019

2021 Target: To increase the percentage of all crash reports entered into the database within 30 days after the crash from the projected 96.49% of all crash reports entered into the database within 30 days after the crash in 2019 to 97.49% of all crash reports entered into the database within 30 days after the crash in 2021

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of Crash Records Available for Reporting within 30 Days of the Date of Crash	Annual	2019	613,957.0
2019	Percentage of All Crash Reports Entered into the Database within 30 Days after the Crash	Annual	2019	1.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Traffic RecordsTraining
2019	Traffic Records Program Management
2019	Traffic Records Evaluation

5.4.1 Countermeasure Strategy: Traffic RecordsTraining

Program area	Traffic Records
Countermeasure strategy	Traffic RecordsTraining

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will

implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will improve the integration of traffic records between state agencies and local entities; and develop, implement, maintain, and provide one or more of the performance attributes of timeliness, accuracy, completeness, uniformity, integration, and/or accessibility as defined by the "Model Performance Measures for State Traffic Records Systems."

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The proposed strategy includes training in Data-Driven Approaches to Crime and Traffic Safety (DDACTS) for users at local police agencies. DDACTS has the additional benefit of improving accessibility to the crash data in several areas. In FY19, funding is included for training activities that increase the timeliness, accuracy, completeness, and accessibility of the data, to assist Texas with data analysis to more effectively reduce fatalities and injuries. Funding and activity levels for the proposed strategies have remained relatively steady over the past few years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Traffic Records Program plan and its associated strategies contain elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 10 – Traffic Records*, and *Countermeasures That Work* as outlined in the strategies section. The State's most recent assessment of the highway safety data and traffic records system was completed on May 15, 2018, which updated Texas' highway safety data and traffic records system to address each recommendation from an assessment conducted in March 2013. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
67307	2019-IADLEST-G-1YG-0159	Traffic RecordsTraining

5.4.1.1 Planned Activity: 2019-IADLEST-G-1YG-0159

Planned activity name	2019-IADLEST-G-1YG-0159
Planned activity number	67307
Primary countermeasure strategy	Traffic RecordsTraining

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Reduce Crashes and Crime by Expanding the DDACTS Model and Technical/Analytical Support : This project is designed to reduce crashes and social harm through a regional approach using a nationally recognized data driven model & working to remove obstacles preventing DDACTS implementation.

Enter intended subrecipients.

International Association of Directors of Law Enforcement Standards and Training

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic RecordsTraining

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$419,835.27	$105,136.85	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.4.2 Countermeasure Strategy: Traffic Records Program Management

Program area	Traffic Records
Countermeasure strategy	Traffic Records Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will support and enhance the statewide Crash Record Information System to provide timely and effective data analysis to support allocation of highway safety resources.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The proposed strategy is evidence-based and has been shown to be effective measures for positively impacting the ability to receive, compile, analyze and review data related to the issue of fatalities, injuries, and crashes. The strategy includes funding for projects that increase the timeliness and accuracy of the data, which are planned for FY19 to assist Texas with data analysis to more effectively reduce fatalities and injuries.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Traffic Records Program plan and its associated strategies contain elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 10 – Traffic Records*, and *Countermeasures That Work* as outlined in the strategies section. The State's most recent assessment of the highway safety data and traffic records system was completed on May 15, 2018, which updated Texas' highway safety data and traffic records system to address each recommendation from an assessment conducted in March 2013.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
69870	2019-CRIS-G-1YG-0246	Traffic Records Program Management
69874	2019-CRIS-G-1YG-0248	Traffic Records Program Management

5.4.2.1 Planned Activity: 2019-CRIS-G-1YG-0246

Planned activity name	2019-CRIS-G-1YG-0246
Planned activity number	69870
Primary countermeasure strategy	Traffic Records Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Crash Records Information System Projects : Agency support provided by the TxDOT technical team has increased adoption through assistance the team provides with installing and configuring the agency identity provider (IDP) and the development..

Enter intended subrecipients.

CRIS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$1,375,000.00	$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.4.2.2 Planned Activity: 2019-CRIS-G-1YG-0248

Planned activity name	2019-CRIS-G-1YG-0248
Planned activity number	69874
Primary countermeasure strategy	Traffic Records Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Crash Records/Data Analysis 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.

Enter intended subrecipients.

CRIS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$2,834,918.00	$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.4.3 Countermeasure Strategy: Traffic Records Evaluation

Program area	Traffic Records
Countermeasure strategy	Traffic Records Evaluation

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will track, analyze, and improve the reporting of crash data.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy is part of the Traffic Records Program, and complements the strategies of Traffic Records Program Management and Traffic Records Training. A recent study commissioned by the Traffic Records Coordination Committee (TRCC) to study other states' TRCCs and data-linkages and recent completion of the State Traffic Records Assessment Program (STRAP) have shed new light on opportunities for overall TSIS improvement. A medium- and long-term plan to be developed by the TRCC in the coming FY will lay out a blueprint for how Texas plans to proceed with further linking activities in the coming years. In FY19, funding is included for activities that increase the timeliness and accuracy of the data, to assist Texas with data analysis to more effectively reduce fatalities and injuries. Funding and activity levels for the proposed strategies have remained relatively steady over the past few years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This plan contains elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 10 – Traffic Records*, and *Countermeasures That Work* as outlined in the strategies section. The State's most recent assessment of the highway safety data and traffic records system was completed on May 15, 2018, which updated Texas' highway safety data and traffic records system to address each recommendation from an assessment conducted in March 2013. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
67221	2019-TDPS-G-1YG-0136	Traffic Records Evaluation
67681	2019-TDSHS-IS-G-1YG-0181	Traffic Records Evaluation
67194	2019-TMPA-G-1YG-0133	Traffic Records Evaluation
67234	2019-TMPA-G-1YG-0142	Traffic Records Evaluation
66681	2019-TTI-G-1YG-0094	Traffic Records Evaluation

5.4.3.1 Planned Activity: 2019-TDPS-G-1YG-0136

Planned activity name	2019-TDPS-G-1YG-0136
Planned activity number	67221
Primary countermeasure strategy	Traffic Records Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

State Traffic Records System Citation Database: HSOC will continue to identify trends and develop statistical findings related to crashes, crimes, and traffic enforcement through continued funding of employee salaries for data analysis.

Enter intended subrecipients.

Texas Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Evaluation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$1,038,152.38	$259,539.09	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.4.3.2 Planned Activity: 2019-TDSHS-IS-G-1YG-0181

Planned activity name	2019-TDSHS-IS-G-1YG-0181
Planned activity number	67681
Primary countermeasure strategy	Traffic Records Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Assessment and gap analysis of data issues to determine EMS/Trauma Registries system enhancements.: Assess data quality, data linking, and data reporting needs of the Texas EMS and Trauma System to determine EMS/Trauma Registries enhancements that inform best practices and improve patient outcomes.

Enter intended subrecipients.

Texas Department of State Health Services - ISG

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Evaluation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$1,166,391.79	$292,033.45	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.4.3.3 Planned Activity: 2019-TMPA-G-1YG-0133

Planned activity name	2019-TMPA-G-1YG-0133
Planned activity number	67194
Primary countermeasure strategy	Traffic Records Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Law Enforcement Advanced DWI/DUI Reporting System (LEADRS) with DWI analytical data module: Law Enforcement Advanced DWI Reporting System to including creating a analytical data module for analyzing data from DWI arrest through court adjudication.

Enter intended subrecipients.

Texas Municipal Police Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Evaluation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$767,633.69	$196,670.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.4.3.4 Planned Activity: 2019-TMPA-G-1YG-0142

Planned activity name	2019-TMPA-G-1YG-0142
Planned activity number	67234
Primary countermeasure strategy	Traffic Records Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

LEADRS Integration with Texas Highway Patrol (DPS) and Houston PD: This project will integrate LEADRS into the RMS system of DPS & Houston PD. This will provide TxDOT both of these agencies stats in real time as well as reduce DWI report writing time for officers.

Enter intended subrecipients.

Texas Municipal Police Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Evaluation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$245,177.56	$63,920.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.4.3.5 Planned Activity: 2019-TTI-G-1YG-0094

Planned activity name	2019-TTI-G-1YG-0094
Planned activity number	66681
Primary countermeasure strategy	Traffic Records Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC): To assist the Texas TRCC members by identifying areas for improvement within their respective agencies based on the State Traffic Records Assessment Program and best practices in other states.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Evaluation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$94,250.60	$23,574.57	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.5 Program Area: Emergency Medical Services

Program area type Emergency Medical Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Emergency Medical Services (EM)

Problem ID NHTSA and its predecessor agency have supported comprehensive national Emergency Medical Services System development for more than 40 years. The passage of the 1966 Highway Safety Act provided increased national attention on the plight of victims of motor vehicle trauma. The Federal government took a leadership role in reducing the number of injuries and deaths on America's highways by creating the National Highway Safety Bureau (NHSB), which was the predecessor agency to NHTSA. A part of this new agency, the Division of Emergency Treatment and Transfer of the Injured, was dedicated to EMS[1].

Texas had 3,776 fatalities statewide in 2016. This represents a 5.42% increase from the 3,582 fatalities in 2015. The majority of the fatalities still occur in the non-metropolitan areas of the state. While only 15.3% of the population lives in rural areas[2], those areas account for 50.3% of the fatalities for the state (2016 FARS).

Rural EMS providers face specific challenges that increase their need for appropriate training. Patient survivability is directly linked to speed of arrival at a definitive care facility, as well as availability of trained emergency medical personnel available to respond to crashes in rural areas of the state. Call times in rural areas exceed those in an urban setting because of increased travel distances and personnel distribution across wider response areas. Not only is the specific injury or illness an important factor when discussing mortality and morbidity, but time required for the arrival of care and miles traveled by EMS crews to reach an event are also critical determinants in patient outcome. In short, rural crash victims have a longer trip to the hospital, and responders must be prepared to do more for them during that time.

Year	Rural Fatal Crashes	Increase/ Decrease	Rural Fatalities	Increase/ Decrease	Urban Fatal Crashes	Increase/ Decrease	Urban Fatalities	Increase/ Decrease
2014	1,729	-	1,966	-	1,461	-	1,570	-

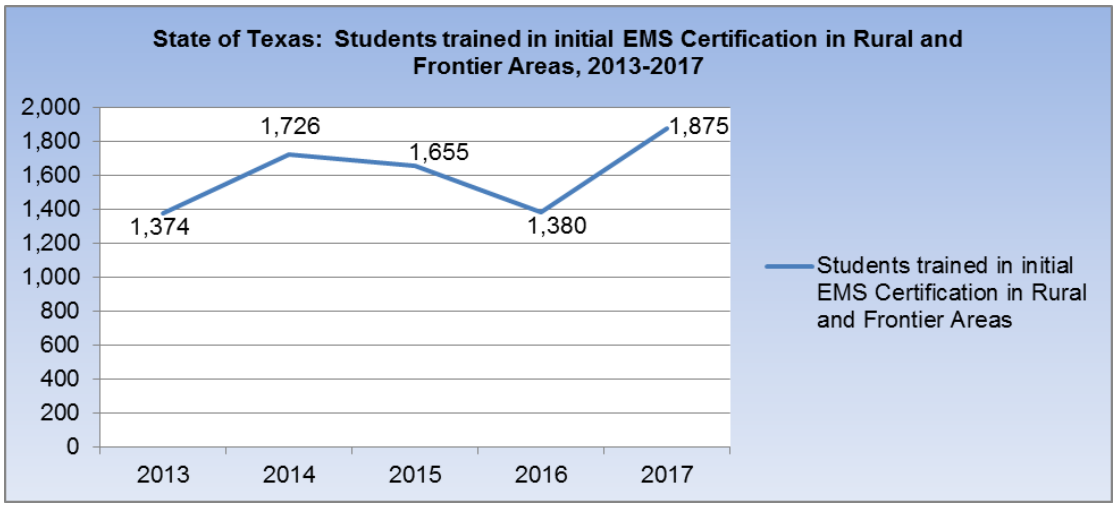
2015	**1,677**	**-5.9%**	**1,954**	**-0.6%**	**1,510**	**3.3%**	**1,625**	**3.5%**
2016	**1,693**	**1.0%**	**1,945**	**-0.5%**	**1,713**	**13.4%**	**1,830**	**12.6%**

TxDOT CRIS: 6/5/2017

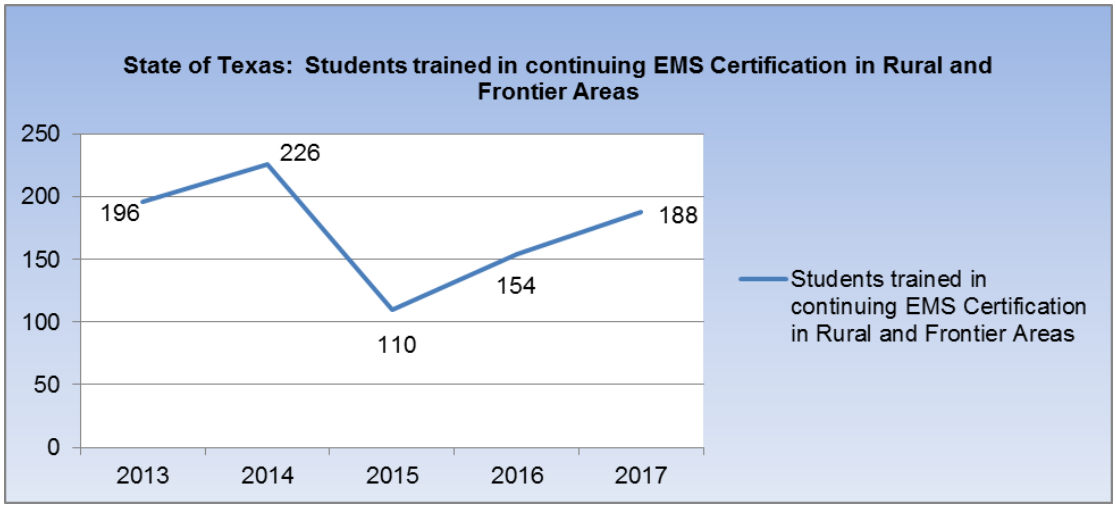
Rural EMS providers lack sufficient resources to acquire the necessary training on their own. EMS organizations in rural counties across the United States have always had a great need for additional financial assistance, especially with regard to meeting the ever-increasing educational demands required by a combination of regulatory agencies and changes in clinical care within the profession.

Unfortunately, it is in these rural areas that a majority of Texas's traffic fatalities occur. Motor vehicle crash data for 2015 and 2016 shows a disturbing trend. The increase in urban areas outpaced the rural areas of the State, as fatal crashes in rural areas decreased by 1.0% to 1,693 crashes and fatalities decreased by 0.5% to 1,945 in 2016 (CRIS). By contrast, the increase in fatality crashes in urban areas was 13.4% to 1,713 crashes with the number of fatalities increasing 12.6% to 1,830 fatalities in 2016 (CRIS).

TRF-TS will continue actively working to improve pre-hospital care response and availability throughout rural and frontier areas through improved accessibility of training and improved EMS involvement in local communities by increasing the availability of training in the rural and frontier areas of Texas. TRF-TS will also assist by providing resources for the conducting of training in the initial certification course for EMT's and Paramedics, as well as training updates and refresher courses to increase the chances that these professionals will be able to save lives.



Source: Texas Department of Transportation eGrants, April 20, 2018.



Source: Texas Department of Transportation eGrants, April 20, 2018.

EM Performance Measures and Target Setting TxDOT established its 2019 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement and continue an EMS training program to ensure rural and frontier EMS personnel are trained and capable of life saving measures. TxDOT will work in conjunction with EMS providers via the Texas Engineering Extension Service to provide this training to reduce the incidence of mortality of injured persons involved in traffic crashes and improve the survivability of these crashes in the rural and frontier areas in Texas.

Trend projections using eGrants data indicate that for 2019, the State of Texas can expect to report 1,510 new students trained in initial EMS courses. By 2021, Texas can expect to report 1,499 new students trained in initial EMS courses. The calculations for these projections and targets* are as follows:

	2013	2014	2015	2016	2017
Students trained in initial EMS Certification in Rural and Frontier Areas	1,374	1,726	1,655	1,380	1,875

Students trained in initial EMS Certification in Rural and	2018	2019	2020	2021	2022

Frontier Areas					
M Value	-5.3	-5.3	-5.3	-5.3	-5.3
X Value	6.00	7.00	8.00	9.00	10.00
B Value	1,552.3	1,552.3	1,552.3	1,552.3	1,552.3
Projection	1,515	1,510	1,505	1,499	1,494
Target	1,521	1,522	1,523	1,523	1,524

The M, X, and B values are based on the single year projections in the 2017-2022 SHSP

Trend projections using eGrants data indicate that for 2019, the State of Texas can expect to report 144 students trained in continuing education EMS courses. By 2021, Texas can expect to report 137 new students trained in continuing education EMS courses. The calculations for these projections and targets* are as follows:

	2012	2013	2014	2015	2016	2017
Students trained in continuing EMS Certification in Rural and Frontier Areas	130	196	226	110	154	188

Students trained in continuing EMS Certification in Rural and Frontier Areas	2018	2019	2020	2021	2022
M Value	-3.8	-3.8	-3.8	-3.8	-3.8
X Value	7.00	8.00	9.00	10.00	11.00
B Value	174.6	174.6	174.6	174.6	174.6
Projection	148	144	140	137	133
Target	149	145	142	139	135

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

EM Impacts of Proposed Strategies TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2019) and long-term (2021) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2012 through 2016 (FARS) or 2013 – 2017 (CRIS). TxDOT established its 2019 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

Strategies proposed for the Emergency Medical Services Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the number of EMS students trained.

The training, outreach and prevention-focused project is conducted at the local and statewide levels to impact the overall driving public, but with emphasis on the identified high-risk population group in the rural and frontier areas/communities in the State. This effort is designed to achieve the most effective impact on increasing the training of EMS providers and reducing the overall driving fatalities and injuries in the rural and frontier areas of the State.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for EMS provider training planned for FY19 will assist Texas increasing the skill level of rural and frontier EMS providers.

Texas will continue to focus on the increase in fatalities which continue to be a problem in Texas. TxDOT Emergency Medical Services Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

EM Performance Targets:

Target: Students trained in initial EMS Certification in Rural and Frontier Areas

2019 Target: To reduce the projected decrease in the number of students trained in initial EMS courses from 1,875 students trained in 2017 to more than 1,522 students in 2019

2021 Target: To increase the number of students trained in initial EMS course from the projected 1,510 students trained in 2019 to more than 1,523 students trained in initial EMS courses in 2021

Target: Students trained in continuing EMS Certification in Rural and Frontier Areas

2019 Target: To reduce the projected decrease in the number of students trained in continuing EMS course from 188 students trained in 2017 to more than 145 students trained in continuing EMS courses in 2019

2021 Target: To reduce the projected decrease in the number of students trained in continuing EMS course from the projected 144 projected students trained in 2019 to more than 139 students trained in continuing EMS courses in 2021

[1] The History of EMS at NHTSA. Retrieved from https://www.ems.gov/OEMShistory.html on June 2017.

[2] Urban Texas, Texas Demographic Center. August 2017

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Students Trained in Initial EMS Certification in Rural and Frontier Areas	Annual	2019	1,522.0
2019	Students Trained in Continuing EMS Certification in Rural and Frontier Areas	Annual	2019	145.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Emergency Medical Services Training

5.5.1 Countermeasure Strategy: Emergency Medical Services Training

Program area	Emergency Medical Services
Countermeasure strategy	Emergency Medical Services Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will increase Emergency Medical Services involvement in local communities' safety efforts; and also increases the availability of EMS training in rural and frontier areas.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy is evidence-based and has been shown to be an effective measure for positively impacting the number of EMS students trained. The planned activities are conducted at the local and statewide levels to impact the overall driving public, but with emphasis on the identified high-risk population group in the rural and frontier areas/communities in the State. This effort is designed to achieve the most effective impact on increasing the training of EMS providers and reducing the overall driving fatalities and injuries in the rural and frontier areas of the State.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The strategy proposed for the Emergency Medical Services Program plan impacts all areas of the State. The proposed strategy is evidence-based and have been shown to be an effective measure for positively impacting the number of EMS students trained. Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for EMS provider training planned for FY19 will assist Texas increasing the skill level of rural and frontier EMS providers. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
67701	2019-TEEXESTI-G-1YG-0196	Emergency Medical Services Training

5.5.1.1 Planned Activity: 2019-TEEXESTI-G-1YG-0196

Planned activity name	2019-TEEXESTI-G-1YG-0196
Planned activity number	67701
Primary countermeasure strategy	Emergency Medical Services Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Rural / Frontier Emergency Medical Services (EMS) Education Training Program: Provide education and training to the 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.

Enter intended subrecipients.

Texas Engineering Extension Service - ESTI

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Emergency Medical Services Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Emergency Medical Services (FAST)	$454,672.93	$1,031,916.59	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.6 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

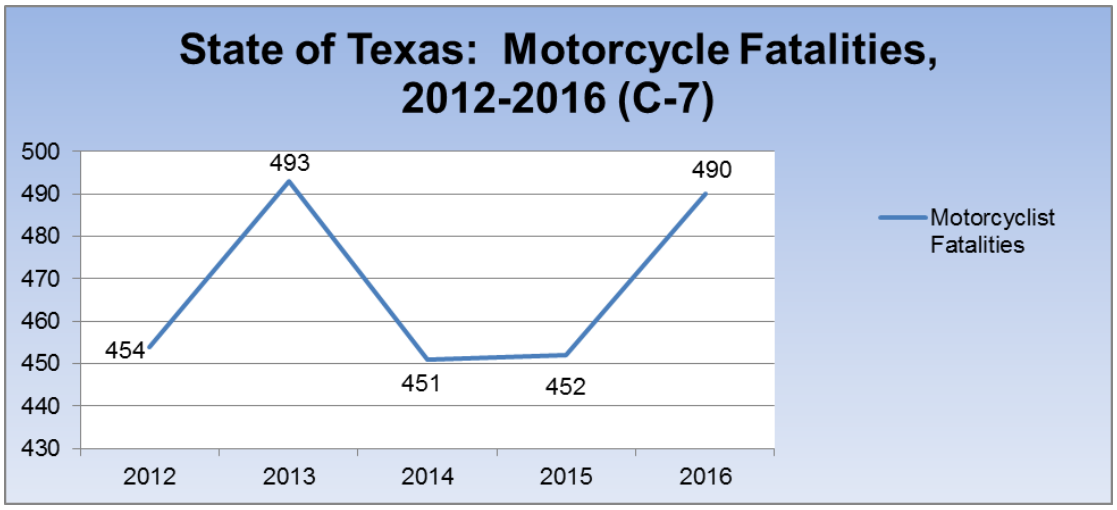
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Motorcycle Safety (MC)

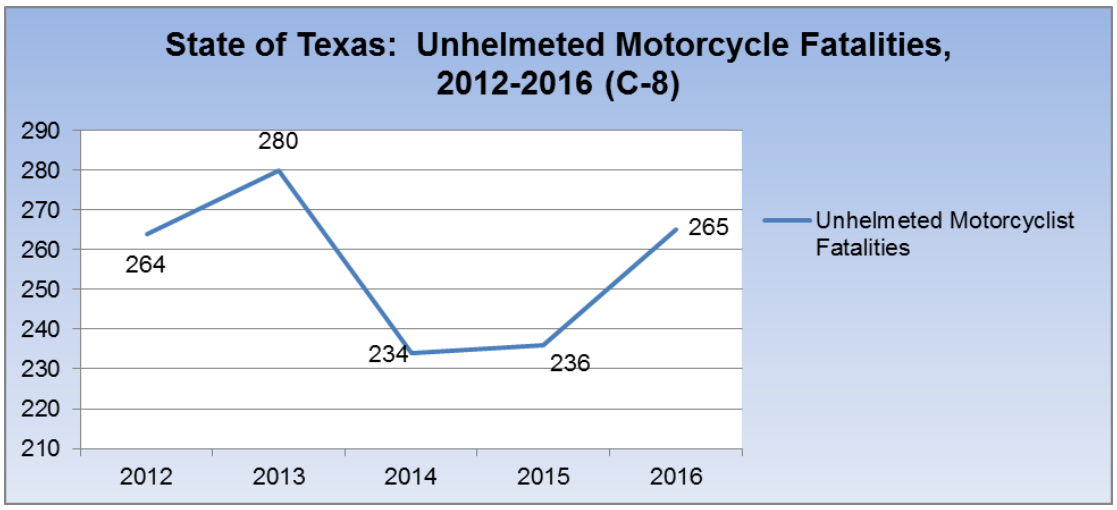
Problem ID Until recently, motorcycle fatalities and crashes in Texas followed the national 10-year trend. The State of Texas experienced a decline in the number of motorcycle fatalities from 451 in 2014 to 443 in 2015; however, the FARS data does indicate an increase to 490 motorcycle fatalities in 2016. Of the 490 motorcycle driver or motorcycle passenger deaths in 2016, 54% of those killed were not wearing helmets.

Motorcycle crashes continue to be heavily overrepresented in the total number of motor vehicle crashes. In 2016, Motorcycle registrations comprise approximately less than 2% of the vehicle mix in Texas, yet they account for

approximately 12.9% of all traffic fatalities. These numbers are problematic and an overrepresentation within the total traffic mix.

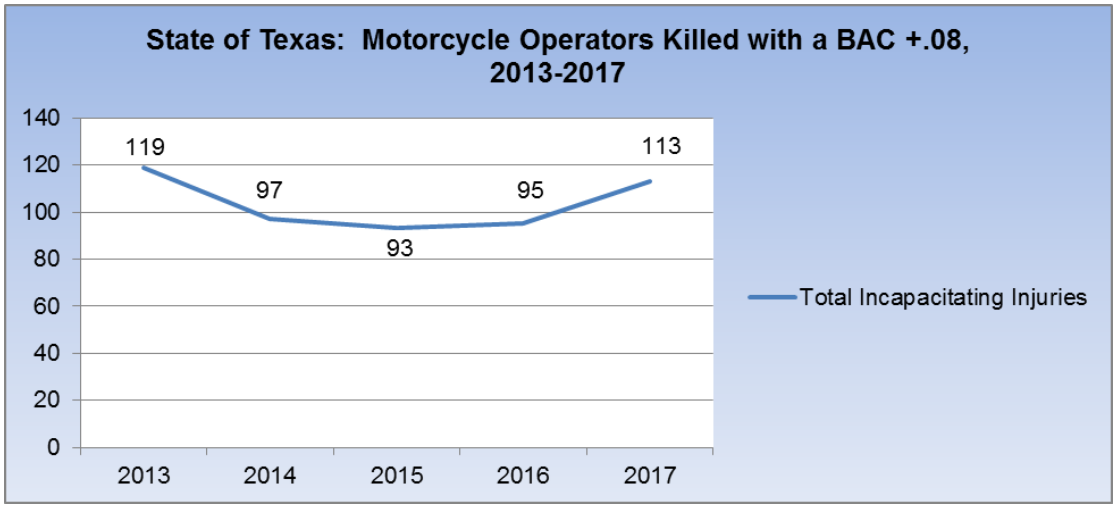


Source: Fatality Analysis Reporting System (FARS, April 20, 2018).



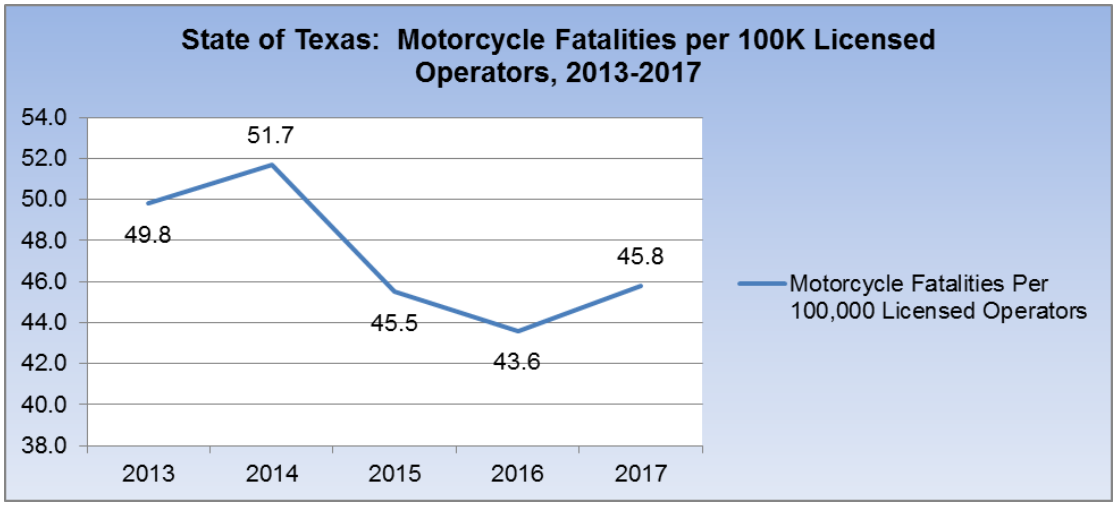
Source: Fatality Analysis Reporting System (FARS, April 20, 2018).

While Texas, in 2016, had the highest voluntary helmet usage rate for a state without a universal helmet law (72.1%), fatal crashes involving unhelmeted riders continue to be an aggravating factor. The trend shows 54.0% of motorcyclists killed in 2016 were not wearing a helmet, compared to 52.1% in 2015.



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 April 20, 2018.

Alcohol continues to be an aggravating factor in motorcycle crashes. Texas saw an increase in the number of operators killed with BAC levels above the legal limit, from 95 operators in 2016, to 113 in 2017 (CRIS). Several programs within this highway safety plan address drivers and motorcycle operator's alcohol use in crashes.



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 April 20, 2018.

The 20-to-29 year-old age range shows the most crashes overall of all age groups, followed by 50-to-59 year-olds. The rider age group with the highest percentage of riders involved in crashes in Texas in 2016 was 20-to-29 year-olds. This group also had the lowest helmet use rate of those involved in crashes in 2016[1].

Although Texas has witnessed a significant population expansion, the number of registered motorcycles has decreased. The Texas Department of Motor Vehicles reports 366,473 registered motorcycles in the state in April 2018, down from 377,843 in March 2017. However, there has been an increase in the number of licensed motorcycle operators in Texas. Currently within the State of Texas, there are 1,088,281 licensed motorcycle operators.[2]

MC Performance Measures and Target Setting TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2019) and long-term (2021) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2012 through 2016 (FARS) or 2013-2017 (CRIS). TxDOT established its 2019 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust motorist awareness and motorcycle safety program, to include elements in motorist education and outreach, rider education and outreach, support for initial rider training, and media. TxDOT will continue to actively participate in and provide administrative support to the Texas Motorcycle Safety Coalition. TxDOT will work in conjunction with Texas Motorcycle Safety Coalition in executing the statewide strategic plan to reduce the incidence of the associated traffic crashes and fatalities of motorcycle operators in Texas. This plan contains elements

in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 3 – Motorcycle Safety, and Countermeasures That Work as outlined in the strategies section.

Trend projections using FARS data indicate that for 2019, the State of Texas can expect to report 420 motorcycle related fatalities. By 2021, Texas can expect to report 405 motorcycle related fatalities. The calculations for these projections and targets* are as follows:

C-7	2011	2012	2013	2014	2015	2016
Motorcyclist Fatalities	478	454	493	451	443	490

Motorcyclist Fatalities	2017	2018	2019	2020	2021	2022
M	-7.3	-7.3	-7.3	-7.3	-7.3	-7.3
X	7.00	8.00	9.00	10.00	11.00	12.00
B	485.7	485.7	485.7	485.7	485.7	485.7
Projection	435	427	420	413	405	398
Target	435	427	420	413	405	398

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using FARS data indicate that for 2019, the State of Texas can expect to report 206 unhelmeted motorcycle related fatalities. By 2021, Texas can expect to report 190 unhelmeted motorcycle related fatalities. The calculations for these projections and targets* are as follows:

(C-8)	2011	2012	2013	2014	2015	2016
Unhelmeted Motorcyclist Fatalities	255	264	280	234	231	265

Unhelmeted Motorcyclist Fatalities	2017	2018	2019	2020	2021	2022
M	-7.8	-7.8	-7.8	-7.8	-7.8	-7.8

X	7.00	8.00	9.00	10.00	11.00	12.00
B	276.2	276.2	276.2	276.2	276.2	276.2
Projection	222	214	206	198	190	183
Target	222	214	206	198	190	183

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 62 motorcycle operator fatalities above .08% BAC. By 2021, Texas can expect to report 47 motorcycle operator fatalities above .08% BAC. The calculations for these projections and targets* are as follows:

	2012	**2013**	**2014**	**2015**	**2016**	**2017**
Motorcycle Operators Killed with a BAC+ .08	112	119	95	90	88	113

Motorcycle Operators Killed with a BAC+ .08	**2018**	**2019**	**2020**	**2021**	**2022**
M	-7.7	-7.7	-7.7	-7.7	-7.7
X	7.00	8.00	9.00	10.00	11.00
B	123.9	123.9	123.9	123.9	123.9
Projection	70	62	55	47	39
Target	70	62	55	47	39

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 39.2 motorcycle operator fatalities per 100,000 licensed operators. By 2021, Texas can expect to report 36.0 motorcycle operator fatalities per 100,000 licensed operators. The calculations for these projections and targets* are as follows:

	2012	2013	2014	2015	2016	2017
Motorcycle Fatalities Per 100,000 Licensed Operators	49.8	51.7	45.5	43.6	45.8	45.8

Motorcycle Fatalities Per 100,000 Licensed Operators	2018	2019	2020	2021	2022
M	-1.61	-1.61	-1.61	-1.61	-1.61
X	7.00	8.00	9.00	10.00	11.00
B	52.11	52.11	52.11	52.11	52.11
Projection	40.8	39.2	37.6	36.0	34.4
Target	40.8	39.2	37.6	36.0	34.4

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

MC Impacts of Proposed Strategies Strategies proposed for the Motorcycle Safety and Awareness Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of motorcycle safety and awareness.

Media, outreach and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. These efforts are designed to achieve the most effective impact on reducing overall motorcycle operator and passenger fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Texas is providing an additional $150,000 in state funds in FY 2018 and FY 2019 to help enhance program efforts to address this problem. Funding for public education and outreach and rider safety and awareness are planned for FY 2019 to assist Texas with reducing motorcycle operator and passenger fatalities and injuries. The State has incorporated areas of focus

with the projects selected to implement recommendations from the Motorcycle Program Assessment conducted in FY 2014.

Texas will continue to focus on motorcycle fatalities which continue to be a statewide problem. TxDOT Motorcycle Safety Program activities will continue to assist the State in achieving a reduction or sustaining the number of motorcycle operator and passenger fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

MC Performance Targets:

Target: Number of motorcycle-related fatalities (C-7)

2019 Target: To decrease the number of motorcycle related fatalities from 490 motorcycle-related fatalities in 2016 to 420 motorcycle related fatalities in 2019

2021 Target: To decrease the number of motorcycle related fatalities from the projected 420 motorcycle-related fatalities in 2019 to 405 motorcycle-related fatalities in 2021

Target: Number of unhelmeted motorcycle-related fatalities (C-8)

2019 Target: To decrease the number of unhelmeted fatalities from 265 unhelmeted fatalities in 2016 to 206 unhelmeted fatalities in 2019

2021 Target: To decrease the number of unhelmeted fatalities from the projected 206 unhelmeted fatalities in 2019 to 190 unhelmeted fatalities in 2021

Target: Motorcycle Operators Killed with a BAC +.08

2019 Target: To decrease the number of motorcycle operators killed with a BAC + .08% from 113 fatalities in 2017 to 62 motorcycle operators killed with a BAC + .08% in 2019

2021 Target: To decrease the number of motorcycle operators killed with a BAC + .08% from the projected 62 fatalities in 2019 to 47 motorcycle operators killed with a BAC + .08% in 2021

Target: Motorcycle Fatalities per 100,000 Licensed Operators

2019 Target: To decrease the rate of motorcycle fatalities per 100K licensed operators from 45.8 motorcycle fatalities per 100K licensed operators in 2017 to 39.2 motorcycle fatalities per 100K licensed operators in 2019

2021 Target: To decrease the rate of motorcycle fatalities per 100K licensed operators from the projected 39.2 motorcycle fatalities per 100K licensed operators in 2019 to 36.0 motorcycle fatalities per 100K licensed operators in 2021

[1] CRIS, accessed by Texas A&M Transportation Institute, May 30, 2018

[2] Report provided by Texas Department of Public Safety, Driver's License Division, May 2018

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	Annual	2019	420.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2019	206.0
2019	Motorcycle Operators Killed with a BAC+ .08	Annual	2019	62.0
2019	Motorcycle Fatalities Per 100,000 Licensed Operators	Annual	2019	39.2

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Public Information Campaigns

5.6.1 Countermeasure Strategy: Motorcycle Public Information Campaigns

Program area	Motorcycle Safety
Countermeasure strategy	Motorcycle Public Information Campaigns

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under §

1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will 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; and increase rider education and training.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy includes funding for public education and outreach and rider safety and awareness activities, which are planned for FY19. This strategy and its associated activities will assist Texas in reducing motorcycle operator and passenger fatalities and injuries. The State has incorporated areas of focus with the projects selected to implement recommendations from the Motorcycle Program Assessment conducted in FY 2014.Texas will remain focused on motorcycle fatalities which continue to be a statewide problem. TxDOT Motorcycle Safety Program activities will assist the State in achieving a reduction or sustaining the number of motorcycle operator and passenger fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Motorcycle Safety Program plan and its proposed strategy include elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 3 – Motorcycle Safety*, and *Countermeasures That Work* as outlined in the strategies section. The State has incorporated areas of focus with the activities selected to implement recommendations from the Motorcycle Program Assessment conducted in FY 2014. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
66614	2019-TTI-G-1YG-0062	Motorcycle Public Information Campaigns
66622	2019-TTI-G-1YG-0070	Motorcycle Public Information Campaigns
66684	2019-TTI-G-1YG-0097	Motorcycle Public Information Campaigns
70571	2019-TxDOT-G-1YG-0251	Motorcycle Public Information Campaigns
70572	2019-TxDOT-G-1YG-0252	Motorcycle Public Information Campaigns

5.6.1.1 Planned Activity: 2019-TTI-G-1YG-0062

Planned activity name	2019-TTI-G-1YG-0062
Planned activity number	66614
Primary countermeasure strategy	Motorcycle Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Statewide Motorist Awareness and Motorcyclist Safety Outreach and Support : Public information and education outreach employing motorcyclists and related safety groups to raise motorists' knowledge of safely sharing the road with motorcyclists and of rider safety awareness.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcycle Safety (FAST)	$314,762.84	$78,700.68	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.6.1.2 Planned Activity: 2019-TTI-G-1YG-0070

Planned activity name	2019-TTI-G-1YG-0070
Planned activity number	66622
Primary countermeasure strategy	Motorcycle Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Reducing Risks to Motorcycles in Work Zones, Year 2: Develop an online module for TxDOT and local traffic engineers on effective low-cost methods for reducing the risks to motorcycle riders in work zones, and corresponding outreach materials for riders.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$77,180.81	$19,308.32	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.6.1.3 Planned Activity: 2019-TTI-G-1YG-0097

Planned activity name	2019-TTI-G-1YG-0097
Planned activity number	66684
Primary countermeasure strategy	Motorcycle Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Not Licensed to Ride: Encouraging Motorcyclists to Complete the Licensing Process: To understand reasons why motorcyclists choose to ride without a motorcycle license and develop effective messaging to encourage riders to take the Basic Rider and/or Intermediate Course training.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$99,294.18	$24,835.42	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.6.1.4 Planned Activity: 2019-TxDOT-G-1YG-0251

Planned activity name	2019-TxDOT-G-1YG-0251
Planned activity number	70571
Primary countermeasure strategy	Motorcycle Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

TxDOT - Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$500,000.00	$500,000.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.6.1.5 Planned Activity: 2019-TxDOT-G-1YG-0252

Planned activity name	2019-TxDOT-G-1YG-0252
Planned activity number	70572
Primary countermeasure strategy	Motorcycle Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Motorcycle Safety Campaign : Motorcycle Safety Campaign

Enter intended subrecipients.

TxDOT - Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	Other	Motorcycle Safety (FAST)	$150,000.00	$150,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

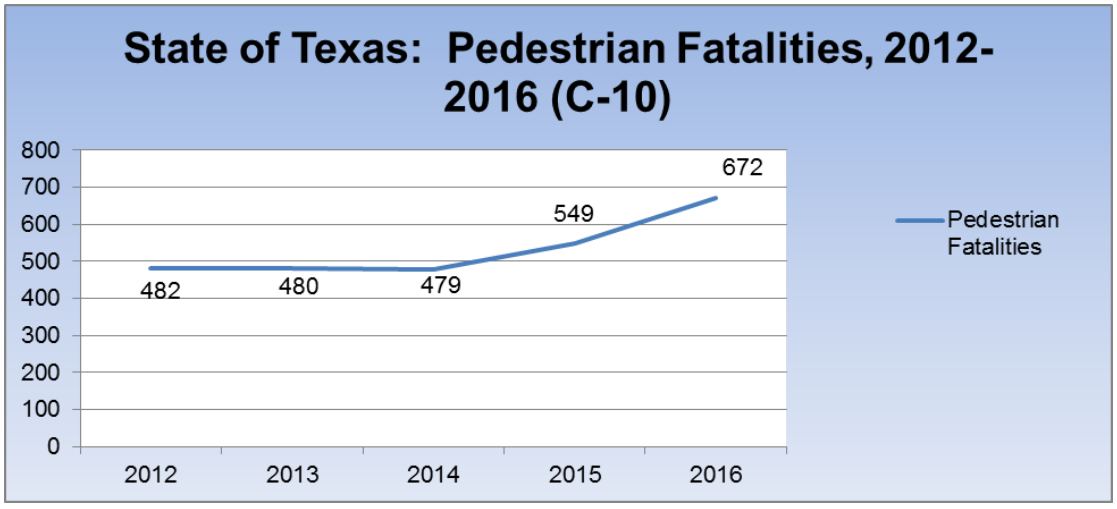
Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

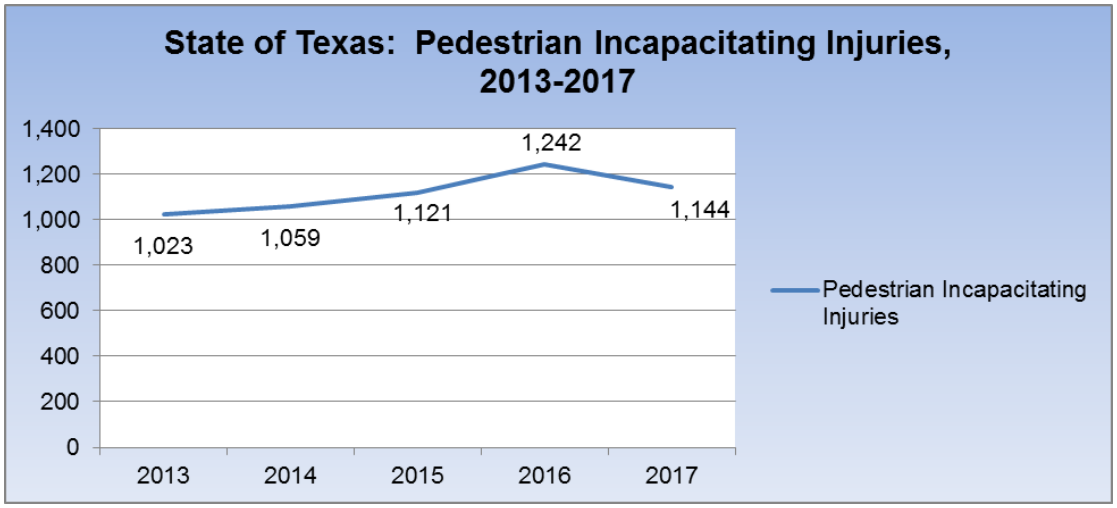
Pedestrian and Bicycle Safety (PS)

Problem ID In 2016, 5,987 pedestrians were killed in traffic crashes in the United States. On average, a pedestrian was killed every 1.6 hours in traffic crashes. The number of pedestrian fatalities in 2016 represented an increase of 9% increase from 2015. In 2016, pedestrian fatalities accounted for 16% of all traffic fatalities. Over three-fourths (76%) of pedestrian fatalities occurred in an urban setting versus a rural setting. Over two-thirds (72%) of pedestrian fatalities occurred at non-intersections versus at intersections. In 2016, the average age of pedestrians killed in traffic crashes was 47. Over the past 10 years the average age of those killed slightly increased from 45 to 47. The age groups with the largest number of pedestrian fatalities were 50-54 (525) and 55-59 (583). [1]

Pedestrian fatalities account for 17.8% of all Texas fatalities in 2016. Texas recorded 482 pedestrian fatalities in 2012. In 2016, Texas recorded 672 pedestrian fatalities, which is an increase of 123 from 2015, and an increase of 190 since 2012. A vast majority of these fatalities were recorded in urban areas of the State, specifically Houston, Austin, Dallas, Fort Worth, and San Antonio. Pedestrian serious injuries have climbed from 1,023 in 2013 to a high of 1,242 in 2016. However, in 2017, Texas recorded 1,144 pedestrian serious injuries, a decrease of 98 from 2016.



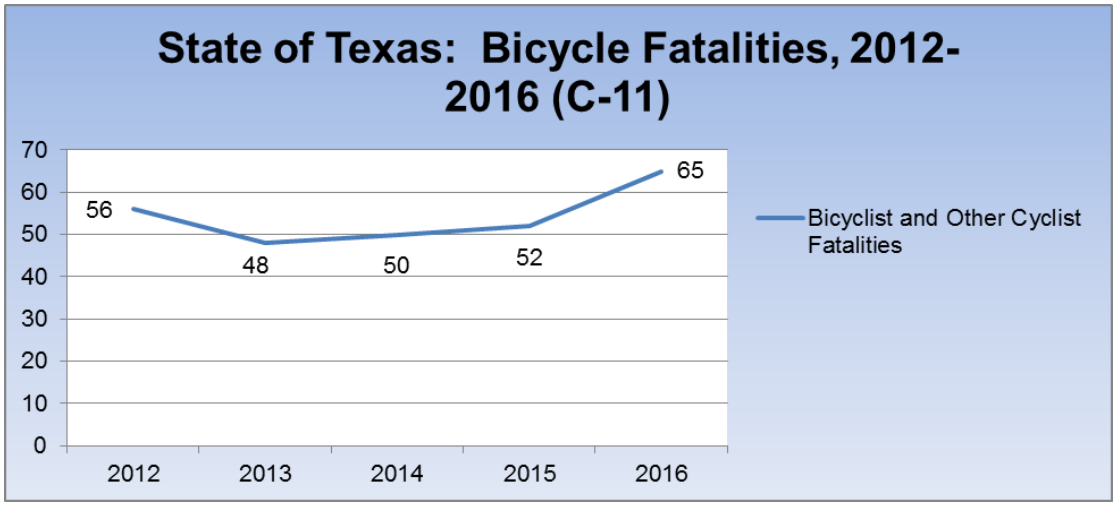
Source: Fatality Analysis Reporting System (FARS, April 20, 2018).



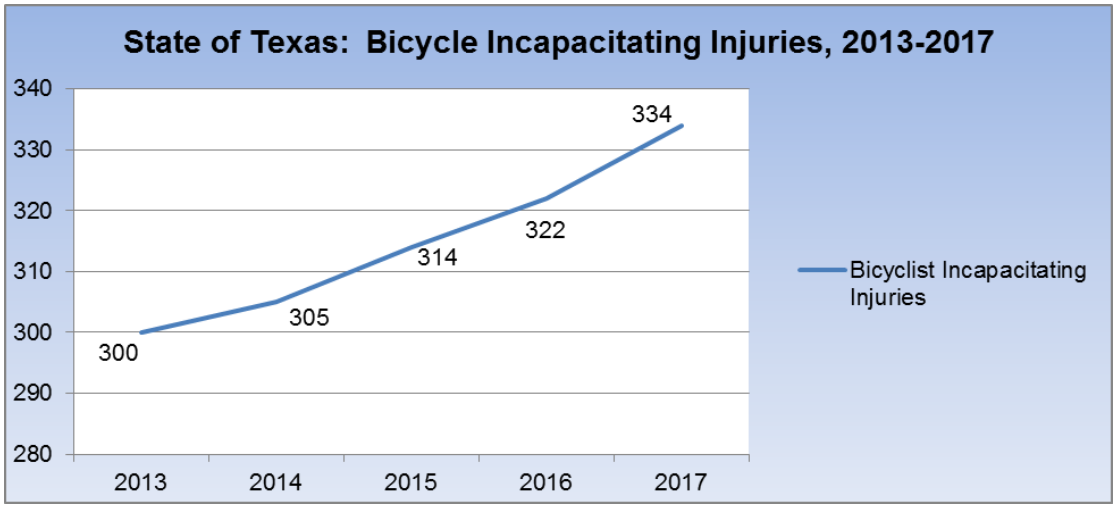
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 20, 2018.

In the United States, 840 bicyclists were killed in motor vehicle traffic crashes in 2016. Bicyclist fatalities accounted for 2.2% of all motor vehicle traffic fatalities. Seventy-one percent of bicyclist fatalities occur in urban areas and 58% at non-intersections. Regardless of season, the highest percentage of bicyclist fatalities occurred between 6:00 p.m. to 8:59 p.m. In 22% of the crashes, the bicyclist was reported to have a BAC of .08% or higher. In 2016, the largest number of fatalities were in age groups 50-54 and 55-59, with 12 percent each. During the past 10 years, there has been a steady increase in the average age of bicyclists killed and injured.[2]

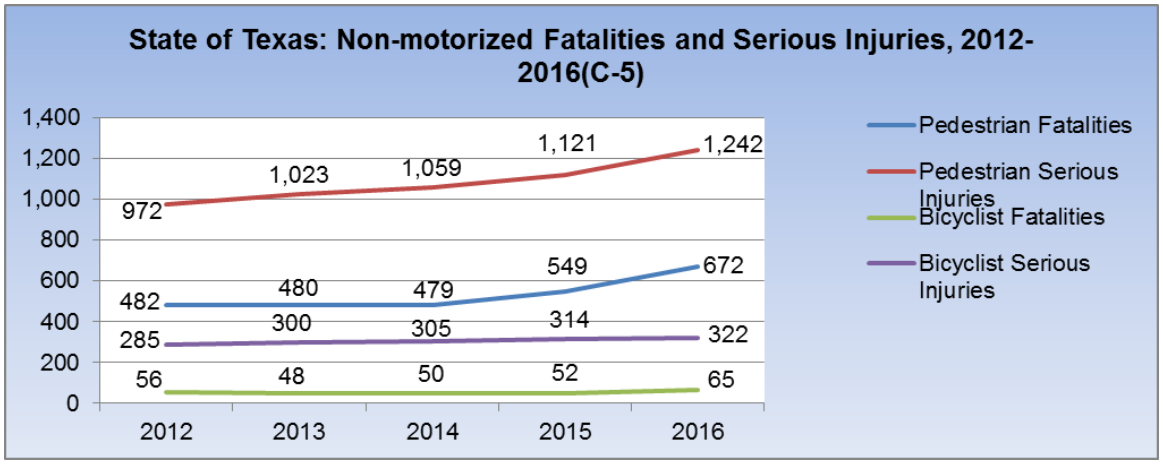
Bicycles accounted for about 1.7% of all Texas fatalities in 2016, and there were 65 bicyclist fatalities in Texas in 2016, an increase of 13 from 2015, when 52 bicyclists were killed in Texas. The number of bicyclists seriously injured has climbed from 300 in 2013 to 334 in 2017.



Source: Fatality Analysis Reporting System (FARS, April 20, 2018).



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 April 20, 2018.



Source: Fatality Analysis Reporting System (FARS, April 20, 2018) and 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 April 20, 2018.

PS Performance Measures and Target Setting TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2019) and long-term (2021) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2012 through 2016 (FARS) or 2013-2017 (CRIS). TxDOT established its 2019 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust pedestrian and bicycle safety program, to include elements in training, support of regional task forces, adult and child pedestrian and bicycle education and outreach. TxDOT will work in conjunction with stakeholders and regional coalitions to reduce the incidence of pedestrian and bicycle fatalities and the associated traffic crashes to improve the pedestrian and bicycle crash situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 14 – Pedestrian and Bicycle Safety, and Countermeasures That Work as outlined in the strategies section.

Trend projections using FARS data indicate that for 2019, the State of Texas can expect to report 613 pedestrian fatalities. By 2021, Texas can expect to report 657 pedestrian fatalities. The calculations for these projections and targets are as follows:

C-10	2011	2012	2013	2014	2015	2016

Pedestrian Fatalities	425	482	480	479	537	672

Pedestrian Fatalities	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
M	22.1	22.1	22.1	22.1	22.1	22.1
X	7.00	8.00	9.00	10.00	11.00	12.00
B	414.3	414.3	414.3	414.3	414.3	414.3
Projection	569	591	613	635	657	680
Target	569	589	608	628	647	666

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 1,401 pedestrian serious injuries. By 2021, Texas can expect to report 1,528 pedestrian injuries. The calculations for these projections and targets are as follows:

	2012	**2013**	**2014**	**2015**	**2016**	**2017**
Pedestrian Serious injuries	972	1,023	1,059	1,122	1,240	1,144

Pedestrian Serious injuries	**2018**	**2019**	**2020**	**2021**	**2022**
M	63.5	63.5	63.5	63.5	63.5
X	7.00	8.00	9.00	10.00	11.00
B	892.7	892.7	892.7	892.7	892.7
Projection	1,377	1,401	1,464	1,528	1,591
Target	1,332	1,389	1,447	1,503	1,559

Trend projections using FARS data indicate that for 2019, the State of Texas can expect to report 52 bicycle fatalities. By 2021, Texas can expect to report 53 bicycle fatalities. The calculations for these projections and targets are as follows:

	2011	2012	2013	2014	2015	2016
Bicycle Fatalities (C-11)	**45**	**56**	**48**	**50**	**50**	**65**

Bicycle Fatalities	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
M	0.4	0.4	0.4	0.4	0.4	0.4
X	7.00	8.00	9.00	10.00	11.00	12.00
B	48.6	48.6	48.6	48.6	48.6	48.6
Projection	**51**	**52**	**52**	**53**	**53**	**53**
Target	**51**	**52**	**52**	**52**	**52**	**52**

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 347 bicycle serious injuries. By 2021, Texas can expect to report 364 bicycle injuries. The calculations for these projections and targets are as follows:

	2012	2013	2014	2015	2016	2017
Bicycle Serious injuries	285	300	305	314	320	334

Bicycle Serious injuries	**2018**	**2019**	**2020**	**2021**	**2022**
M	8.4	8.4	8.4	8.4	8.4
X	7.00	8.00	9.00	10.00	11.00

B	279.6	279.6	279.6	279.6	279.6
Projection	338	347	355	364	372
Target	337	344	351	358	365

Trend projections using FARS and CRIS data indicate that for 2019, the State of Texas can expect to report 2,413 non-motorized fatalities and serious injuries. By 2021, Texas can expect to report 2,602 non-motorized fatalities and serious injuries. The calculations for these projections and targets are as follows:

	2011	**2012**	**2013**	**2014**	**2015**	**2016**
Non-motorized fatalities and serious injuries	**1,618**	**1,795**	**1,851**	**1,893**	**2,023**	**2,301**

	2017	**2018**	**2019**	**2020**	**2021**	**2022**
Non-motorized fatalities and serious injuries						
M						
X	7.00	8.00	9.00	10.00	11.00	12.00
B						
Projection	2,224	2,318	2,413	2,507	2,602	2,696
Target	2,224	2,309	2,394	2,477	2,560	2,642

PS Impacts of Proposed Strategies Strategies proposed for the Pedestrian and Bicycle Safety Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of pedestrian and bicycle safety.

Media, education and outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving and non-motorized traveling public, but with emphasis on the identified high-risk population groups and

high-risk areas/ communities in the State. These efforts are designed to achieve the most effective impact on reducing overall pedestrian and bicycle fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for outreach, training and safety education, and distribution of child bicycle helmets are planned for FY19 to assist Texas with reducing pedestrian and bicycle fatalities and injuries.

Texas will continue to focus on pedestrian and bicycle fatalities which continue to be a statewide problem. TxDOT Pedestrian and Bicycle Safety Program activities will continue to assist the State in achieving a reduction or sustaining the number of pedestrian and bicycle fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

PS Performance Targets:

Target: Number of pedestrian fatalities (C-10)

2019 Target: To decrease the expected rise of pedestrian fatalities from 672 pedestrian fatalities in 2016 to not more than 608 pedestrian fatalities in 2019

2021 Target: To decrease the expected rise of pedestrian fatalities from the projected 613 pedestrian fatalities in 2019 to not more than 647 pedestrian fatalities in 2021

Target: Number of pedestrian serious injuries

2019 Target: To decrease the expected rise of pedestrian serious injuries from 1,144 in 2017 to not more than 1,389 pedestrian serious injuries in 2019

2021 Target: To decrease the expected rise of pedestrian serious injuries from the projected 1,401 pedestrian serious injuries in 2019 to not more than 1,503 pedestrian serious injuries in 2021

Target: Number of bicycle fatalities (C-11)

2019 Target: To decrease the number of bicycle fatalities from 65 bicycle fatalities in 2016 to not more than 52 bicycle fatalities in 2019

2021 Target: To maintain the number of bicycle fatalities from the projected 52 bicycle fatalities in 2019 at 52 bicycle fatalities in 2021

Target: Number of Bicycle serious Injuries

2019 Target: To decrease the expected rise of bicycle serious injuries from 334 bicycle serious injuries in 2017 to not more than 344 bicycle serious injuries in 2019

2021 Target: To decrease the expected rise of bicycle serious injuries from the projected 347 bicycle serious injuries in 2019 to not more than 358 bicycle serious injuries in 2021

Target: Total number of non-motorized fatalities and serious injuries

2019 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,237.6 non-motorized fatalities and serious injuries in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	2,036	FARS-CRIS
2016	2,301	ARF-CRIS
2017	2,148	CRIS
2018	2,309	Target
2019	2,394	Target
2019 Target expressed as 5-year average	2,237.6	

As noted in the table above, the calendar year target for 2019 would be 2,394 non-motorized fatalities and serious injuries.

2021 Target: To decrease the expected rise of non-motorized fatalities and serious injuries from the projected 2,413 serious injuries in 2019 to not more than 2,560 non-motorized fatalities and serious injuries in 2021

[1] NHTSA Traffic Safety Facts 2016 Data: Pedestrians. 2018. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812493

[2] NHTSA Traffic Safety Facts 2016 Data: Bicyclists and Other Cyclists. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812507

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	Annual	2019	608.0
2019	C-11) Number of bicyclists fatalities (FARS)	Annual	2019	52.0
2019	Pedestrian Serious Injuries	Annual	2019	1,389.0
2019	Bicycle Serious Injuries	Annual	2019	344.0
2019	Non-motorized Fatalities and Serious Injuries	5 Year	2019	2,394.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Evaluation
2019	Pedestrian and Bicycle Safety Training
2019	Pedestrian and Bicycle Safety Public Information Campaigns

5.7.1 Countermeasure Strategy: Pedestrian and Bicycle Safety Evaluation

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Pedestrian and Bicycle Safety Evaluation

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of

innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will improve data collection on pedestrian injuries and fatalities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy for the Pedestrian and Bicycle Safety Program impacts all areas of the State. The planned activities are evidence-based and have been shown to be effective measures for positively impacting the issue of pedestrian and bicycle safety. In recent years, available funding for the Pedestrian and Bicycle Safety program area has increased.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Pedestrian and Bicycle Safety Program plan and its associated strategies contain elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 14* – Pedestrian and Bicycle Safety, and *Countermeasures That Work* as outlined in the strategies section. Texas will remain focused on pedestrian and bicycle fatalities which continue to be a statewide problem. TxDOT Pedestrian and Bicycle Safety Program activities will assist the State in achieving a reduction or sustaining the number of pedestrian and bicycle fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
66683	2019-TTI-G-1YG-0096	Pedestrian and Bicycle Safety Evaluation

5.7.1.1 Planned Activity: 2019-TTI-G-1YG-0096

Planned activity name	2019-TTI-G-1YG-0096
Planned activity number	66683
Primary countermeasure strategy	Pedestrian and Bicycle Safety Evaluation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Developing a Crash Analysis Tool to Address Pedestrian Safety: To address pedestrian safety issues, this project will continue building an inventory database.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Evaluation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$95,796.73	$23,960.24	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.2 Countermeasure Strategy: Pedestrian and Bicycle Safety Training

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Pedestrian and Bicycle Safety Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under §

1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will increase education efforts on motorists' responsibilities pertaining to pedestrian and bicyclist safety.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The funding and activity levels for Pedestrian and Bicycle Safety program area have remained relatively steady over the past few years. Activities for training law enforcement on state bicycle and pedestrian laws, are planned for FY19. This will assist Texas in reducing pedestrian and bicyclist fatalities and injuries. In recent years, available funding for the Pedestrian and Bicycle Safety program area has increased.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Pedestrian and Bicycle Safety Program plan and its associated strategies contain elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 14 – Pedestrian and Bicycle Safety*, and *Countermeasures That Work* as outlined in the strategies section. Texas will remain focused on pedestrian and bicycle fatalities which continue to be a statewide problem. TxDOT Pedestrian and Bicycle Safety Program activities will assist the State in achieving a reduction or sustaining the number of pedestrian and bicycle fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
66619	2019-TTI-G-1YG-0067	Pedestrian and Bicycle Safety Training

5.7.2.1 Planned Activity: 2019-TTI-G-1YG-0067

Planned activity name	2019-TTI-G-1YG-0067
Planned activity number	66619
Primary countermeasure strategy	Pedestrian and Bicycle Safety Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Law Enforcement Training on Pedestrian and Bicyclist Laws: This project will develop and distribute 1 roll call training video and conduct 2 train-the-trainer workshops for law enforcement on laws applicable to pedestrian and bicyclist safety.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Training	$107,724.88	$26,949.87	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.3 Countermeasure Strategy: Pedestrian and Bicycle Safety Public Information Campaigns

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Pedestrian and Bicycle Safety Public Information Campaigns

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level

of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will increase public information and education efforts on pedestrian and bicyclist safety; improve identification of problem areas for pedestrians; and improve "walkability. and "bikeability. of roads and streets.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This countermeasure strategy addresses media, education and outreach, and prevention-focused activities. These are conducted at local and statewide levels to reach the overall driving and non-motorized traveling public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. These efforts are designed to achieve the most effective impact on reducing overall pedestrian and bicycle fatalities and injuries. In recent years, available funding for the Pedestrian and Bicycle Safety program area has increased.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Pedestrian and Bicycle Safety Program plan and its associated strategies contain elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 14 – Pedestrian and Bicycle Safety*, and *Countermeasures That Work* as outlined in the strategies section. Texas will remain focused on pedestrian and bicycle fatalities which continue to be a statewide problem. TxDOT Pedestrian and Bicycle Safety Program activities will assist the State in achieving a reduction or sustaining the number of pedestrian and bicycle fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
67322	2019-Elbowz-G-1YG-0165	Pedestrian and Bicycle Safety Public Information Campaigns
66671	2019-ESCVI-G-1YG-0088	Pedestrian and Bicycle Safety Public Information Campaigns
67693	2019-Ghisallo-G-1YG-0188	Pedestrian and Bicycle Safety Public Information Campaigns
67791	2019-Ghisallo-G-1YG-0205	Pedestrian and Bicycle Safety Public Information Campaigns
67231	2019-IPCOGD-G-1YG-0140	Pedestrian and Bicycle Safety Public Information Campaigns
67806	2019-LubbockP-G-1YG-0212	Pedestrian and Bicycle Safety Public Information Campaigns
66735	2019-TCH-G-1YG-0102	Pedestrian and Bicycle Safety Public Information Campaigns
66576	2019-TTI-G-1YG-0024	Pedestrian and Bicycle Safety Public Information Campaigns
66597	2019-TTI-G-1YG-0045	Pedestrian and Bicycle Safety Public Information Campaigns
66611	2019-TTI-G-1YG-0059	Pedestrian and Bicycle Safety Public Information Campaigns

66612	2019-TTI-G-1YG-0060	Pedestrian and Bicycle Safety Public Information Campaigns
66613	2019-TTI-G-1YG-0061	Pedestrian and Bicycle Safety Public Information Campaigns
66618	2019-TTI-G-1YG-0066	Pedestrian and Bicycle Safety Public Information Campaigns
66620	2019-TTI-G-1YG-0068	Pedestrian and Bicycle Safety Public Information Campaigns

5.7.3.1 Planned Activity: 2019-Elbowz-G-1YG-0165

Planned activity name	2019-Elbowz-G-1YG-0165
Planned activity number	67322
Primary countermeasure strategy	Pedestrian and Bicycle Safety Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Elbowz Cycling Bicycle Safety Program: Elbowz Racing will promote bicycle safety to riders and motorists throughout the state of Texas. Safety events will focus on use of the proper bicycle safety gear and following the rules of the road.

Enter intended subrecipients.

Elbowz Racing

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$135,749.75	$52,691.85	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.3.2 Planned Activity: 2019-ESCVI-G-1YG-0088

Planned activity name	2019-ESCVI-G-1YG-0088
Planned activity number	66671

Primary countermeasure strategy Pedestrian and Bicycle Safety Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Everyone S.H.A.R.E. the Road Program: This program is designed to increase public information and education efforts pertaining to pedestrian and bicyclist safety by educating all roadway users.

Enter intended subrecipients.

Education Service Center, Region VI

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$63,512.74	$20,500.55	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.3.3 Planned Activity: 2019-Ghisallo-G-1YG-0188

Planned activity name	2019-Ghisallo-G-1YG-0188
Planned activity number	67693
Primary countermeasure strategy	Pedestrian and Bicycle Safety Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Cycle Academy ATX: Youth and Young Adult Bicycle and Pedestrian Education and Safety Instruction: Cycle Academy based hands-on bicycle education programs utilizing Bike Rodeos and Bike Club based instruction for youth and young adults as well as pedestrian safety instruction.

Enter intended subrecipients.

Ghisallo Foundation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

2019	Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$159,864.06	$53,358.00	$159,864.06

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.3.4 Planned Activity: 2019-Ghisallo-G-1YG-0205

Planned activity name	2019-Ghisallo-G-1YG-0205
Planned activity number	67791
Primary countermeasure strategy	Pedestrian and Bicycle Safety Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Cycle Academy SATX: Youth and Young Adult Bicycle and Pedestrian Education and Safety Instruction: Cycle Academy based hands-on bicycle education programs utilizing Bike Rodeos and clinic based instruction for youth and young adults as well as pedestrian safety instruction.

Enter intended subrecipients.

Ghisallo Foundation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$99,820.46	$25,015.85	$99,820.46

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.3.5 Planned Activity: 2019-IPCOGD-G-1YG-0140

Planned activity name	2019-IPCOGD-G-1YG-0140
Planned activity number	67231
Primary countermeasure strategy	Pedestrian and Bicycle Safety Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

North Texas Pedestrian Safety Initiative: A community-based project aimed at increasing safe pedestrian behavior in high-risk areas of Dallas.

Enter intended subrecipients.

Injury Prevention Center of Greater Dallas

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$40,437.23	$22,424.51	$40,437.23

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.3.6 Planned Activity: 2019-LubbockP-G-1YG-0212

Planned activity name	2019-LubbockP-G-1YG-0212
Planned activity number	67806
Primary countermeasure strategy	Pedestrian and Bicycle Safety Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Safety City: "Providing Education Today for a Safer Tomorrow": The primary goal of Safety City is to develop and provide comprehensive traffic education programs to the South Plains with the initiative to create a safe environment on and around public roadways.

Enter intended subrecipients.

City of Lubbock - Parks & Recreation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$26,345.80	$11,640.72	$26,345.80

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.3.7 Planned Activity: 2019-TCH-G-1YG-0102

Planned activity name	2019-TCH-G-1YG-0102
Planned activity number	66735
Primary countermeasure strategy	Pedestrian and Bicycle Safety Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 facilities and injuries to children in the Houston metropolitan area.

Enter intended subrecipients.

Texas Children's Hospital

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$92,046.32	$56,725.42	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.3.8 Planned Activity: 2019-TTI-G-1YG-0024

Planned activity name	2019-TTI-G-1YG-0024
Planned activity number	66576
Primary countermeasure strategy	Pedestrian and Bicycle Safety Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Identifying Barriers to Understanding Pedestrian and Bicycle Safety Laws: This project will identify barriers to understanding laws related to pedestrian and bicycle safety in Texas through an in-depth policy review and focus groups of road users.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	$92,655.32	$23,184.21	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.3.9 Planned Activity: 2019-TTI-G-1YG-0045

Planned activity name	2019-TTI-G-1YG-0045
Planned activity number	66597
Primary countermeasure strategy	Pedestrian and Bicycle Safety Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Deterring Distracted Walking and Increasing Bicycle Safety Among Youth in the Austin District: This project addresses the dangers of distracted young pedestrians and bicyclists by increasing awareness and helping youth facilitate related outreach in Junior High and High Schools.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$39,926.90	$9,987.26	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.3.10 Planned Activity: 2019-TTI-G-1YG-0059

Planned activity name	2019-TTI-G-1YG-0059
Planned activity number	66611
Primary countermeasure strategy	Pedestrian and Bicycle Safety Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Deterring Distracted Walking Among Young Pedestrians & Increase Bicycle Safety in San Antonio Dist.: This project addresses the dangers of distracted young pedestrians and bicyclists by increasing awareness among Junior High & High School students in the San Antonio TxDOT district.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$36,796.63	$9,205.47	$36,796.63

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.3.11 Planned Activity: 2019-TTI-G-1YG-0060

Planned activity name	2019-TTI-G-1YG-0060
Planned activity number	66612
Primary countermeasure strategy	Pedestrian and Bicycle Safety Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Improving Pedestrian Safety Near Transit Stops: Pilot Demonstration in Houston: Identify the transit stop locations that have high risk of pedestrian crashes, develop a process to prioritize safety resources, & provide outreach efforts to improve pedestrian safety.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$134,135.79	$33,560.48	$134,135.79

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.3.12 Planned Activity: 2019-TTI-G-1YG-0061

Planned activity name	2019-TTI-G-1YG-0061
Planned activity number	66613
Primary countermeasure strategy	Pedestrian and Bicycle Safety Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Statewide Pedestrian and Motorist Outreach and Support to Address Pedestrian Safety Behaviors: Public education and information outreach employing pedestrian safety groups and allied groups to raise both pedestrian and motorists' knowledge of pedestrian safety and associated laws.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$128,117.56	$32,048.50	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.3.13 Planned Activity: 2019-TTI-G-1YG-0066

Planned activity name	2019-TTI-G-1YG-0066
Planned activity number	66618
Primary countermeasure strategy	Pedestrian and Bicycle Safety Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Early Child Safety Education Focusing on Pedestrians/Bicyclists Aged 5-10 Years Old: This project will provide the electronic educational curriculum and animated videos targeting pedestrians and bicyclists regarding critical safety concepts for children aged 5 to 10 years old.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$130,556.34	$32,656.73	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.7.3.14 Planned Activity: 2019-TTI-G-1YG-0068

Planned activity name	2019-TTI-G-1YG-0068
Planned activity number	66620
Primary countermeasure strategy	Pedestrian and Bicycle Safety Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Pedestrian and Bicyclist Safety Outreach: This continues and expands an existing public education and awareness program to inform all road users on issues related to pedestrian and bicyclist safety.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian and Bicycle Safety Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$91,160.91	$22,811.54	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.8 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

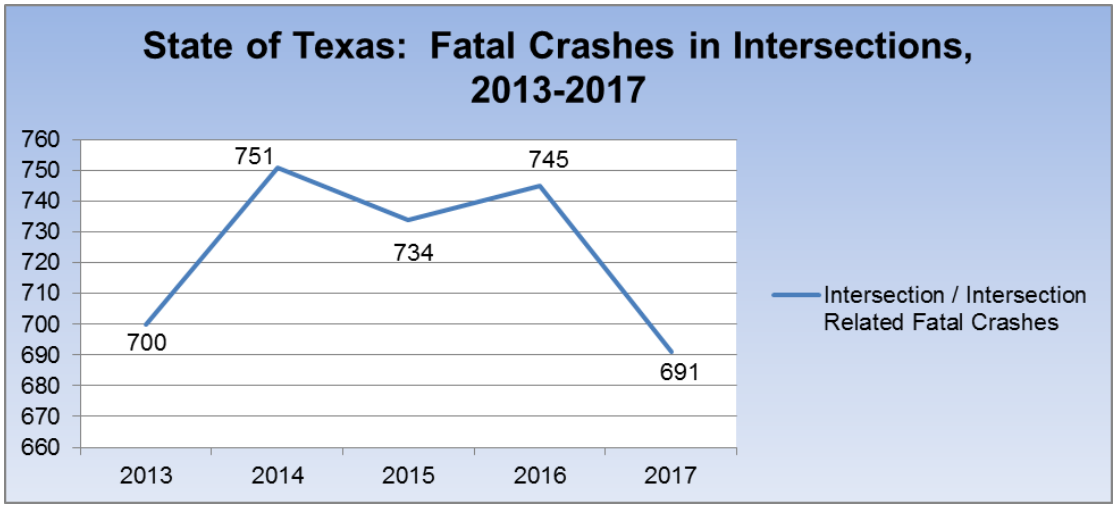
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Police Traffic Services (PT)

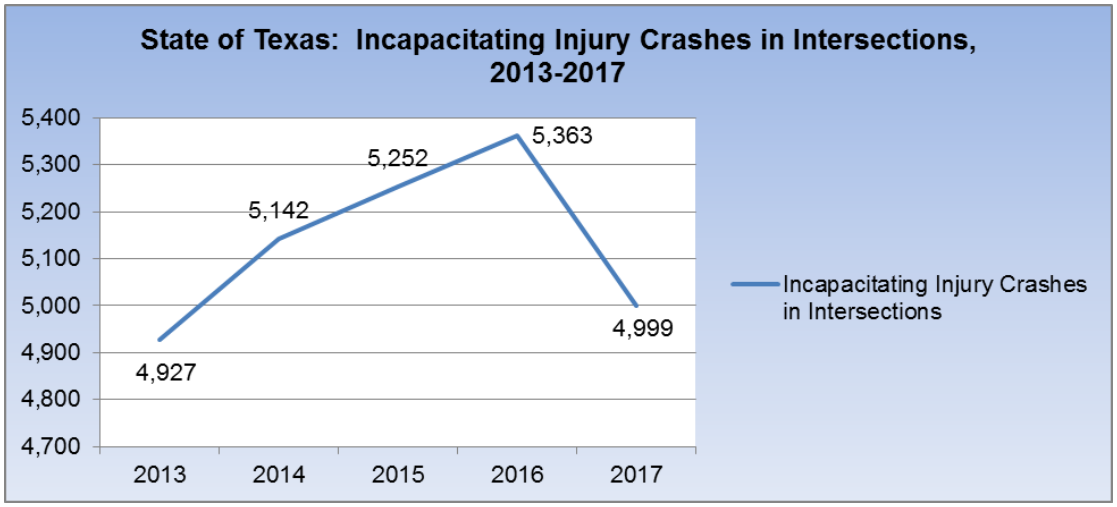
Problem ID High-Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. HVE combines highly visible and proactive law enforcement targeting a specific traffic safety issue. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law.

The premise of the STEP model is that an individual's discomfort or fear of being stopped for a traffic safety violation outweighs the desire not to comply with the law. Like any good deterrence program designed to change motorists' behavior, STEPs are conducted throughout the year to maintain positive behavior, public awareness, and law enforcement engagement. A strong partnership between traffic safety and law enforcement professionals forms the foundation of the STEP model.

A large portion of the State of Texas' grant dollars fund data driven, evidence based enforcement practices. High-visibility enforcement supported by media advertising campaigns are the backbone of the Texas traffic safety program. The STEP program is also contained in the Alcohol Countermeasures section, Occupant Protection section, and the Speed Control section. In addition to the projections and targets that address speed, alcohol, and restraint use in other sections, intersection crashes and distracted driving are included as elements of the STEP program.

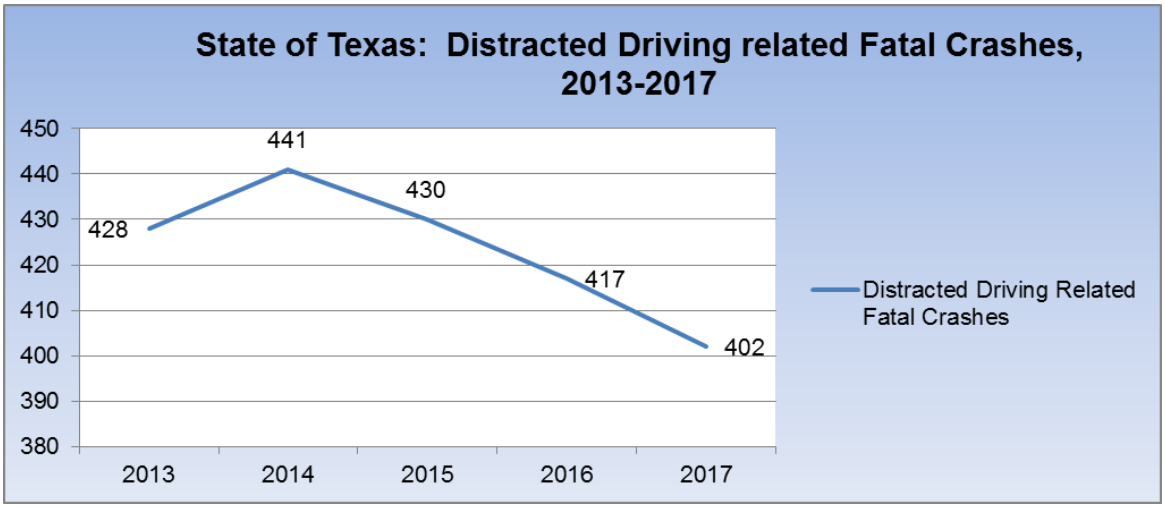


Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 20, 2018.

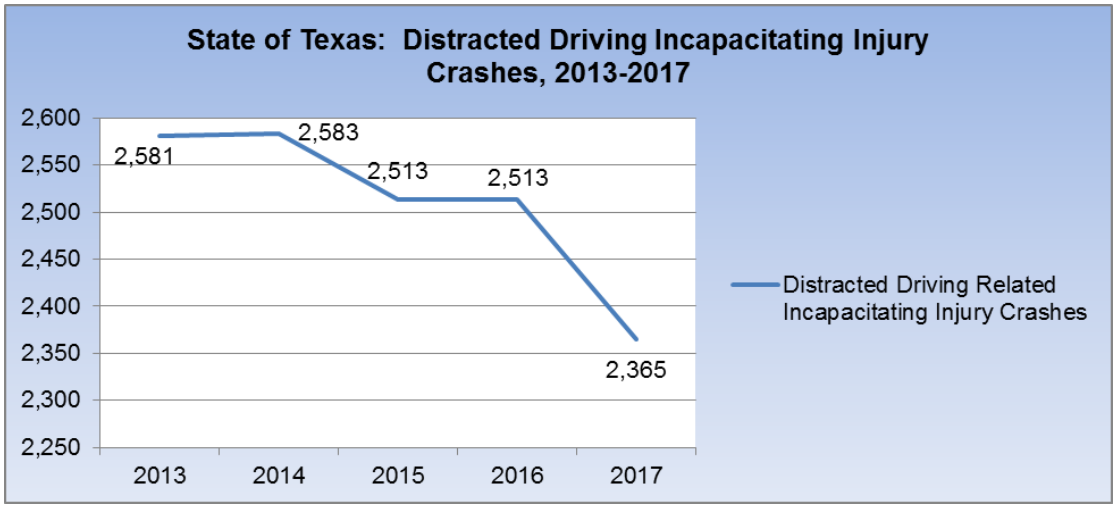


Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 20, 2018.

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



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 April 20, 2018.



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 April 20, 2018.

PT Performance Measures and Target Setting TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2019) and long-term (2021) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2012 through 2016 (FARS) or 2013-2017 (CRIS). TxDOT established its 2019 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a robust police traffic services and traffic enforcement program, to include elements in high-visibility enforcement, training, regional task forces, and media. In addition to traditional enforcement and other associated enforcement programs, TxDOT will continue to actively participate in and provide administrative support to the Texas's Impaired Driving Task Force and other regional coalitions that involve high-visibility enforcement as a countermeasure. TxDOT will work in conjunction with these stakeholders to reduce the incidence of fatalities associated with traffic crashes and improve the driving situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 15 – Traffic Enforcement Service, and Countermeasures That Work as outlined in the strategies and enforcement sections.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 748 fatal crashes in Intersections. By 2021, Texas can expect to report 753 Fatal Crashes in Intersections. The calculations for these projections and targets* are as follows:

	2012	2013	2014	2015	2016	2017
Fatal Crashes in Intersections	751	699	752	735	745	691

Fatal Crashes in Intersections	2018	2019	2020	2021	2022
M	2.4	2.4	2.4	2.4	2.4
X	7.00	8.00	9.00	10.00	11.00
B	729.2	729.2	729.2	729.2	729.2
Projection	746	748	751	753	756
Target	743	742	742	741	740

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 6,057 incapacitating injury crashes in intersections. By 2021, Texas can expect to report 6,466 incapacitating injury crashes in intersections. The calculations for these projections and targets* are as follows:

	2012	2013	2014	2015	2016	2017
Incapacitating Injury Crashes in Intersections	4,503	4,927	5,141	5,247	5,364	4,999

Incapacitating Injury Crashes in Intersections	2018	2019	2020	2021	2022
M	204.2	204.2	204.2	204.2	204.2
X	7.00	8.00	9.00	10.00	11.00
B	4,423.8	4,423.8	4,423.8	4,423.8	4,423.8
Projection	5,853	6,057	6,262	6,466	6,670
Target	5,830	6,009	6,186	6,362	6,537

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 419 distracted driving related fatal crashes. By 2021, Texas can expect to report 416 distracted driving related fatal crashes. The calculations for these projections and targets* are as follows:

	2012	2013	2014	2015	2016	2017
Distracted Driving Related Fatal Crashes	419	428	441	428	412	402

Distracted Driving Related Fatal Crashes	2018	2019	2020	2021	2022
M	-1.4	-1.4	-1.4	-1.4	-1.4
X	7.00	8.00	9.00	10.00	11.00
B	429.8	429.8	429.8	429.8	429.8
Projection	420	419	417	416	414
Target	420	419	417	416	414

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 2,539 distracted driving related incapacitating injury crashes. By 2021, Texas can expect to report 2,543 distracted driving related incapacitating injury crashes. The calculations for these projections and targets* are as follows:

	2012	2013	2014	2015	2016	2017
Distracted Driving Related Incapacitating Injury Crashes	2,468	2,581	2,582	2,512	2,511	2,365

Distracted Driving Related Incapacitating	2018	2019	2020	2021	2022

Injury Crashes					
M	1.7	1.7	1.7	1.7	1.7
X	7.00	8.00	9.00	10.00	11.00
B	2,525.7	2,525.7	2,525.7	2,525.7	2,525.7
Projection	2,538	2,539	2,541	2,543	2,544
Target	2,527	2,519	2,511	2,502	2,494

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

PT Impacts of Proposed Strategies Strategies proposed for the Police Traffic Services Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of fatalities, injuries, and crashes overall.

Media, education and outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/communities in the State. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for outreach, training, and enforcement are planned for FY19 to assist the Texas with fatalities and injuries.

Texas will continue to fund and support law enforcement to increase the number of occupant protection, DWI/DUI, speed, intersection, and distracted driving citations during grant funded activities. Texas will attempt to reverse this trend creating an increase in arrests and citations.

Texas will continue to focus on overall fatalities which continue to be a statewide problem. TxDOT Police Traffic Services Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

PT Performance Targets:

Target: Number of intersection related fatal crashes

2019 Target: To decrease the expected rise of intersection fatal crashes from 691 intersection fatalities in 2017 to not more than 742 intersection fatal crashes in 2019

2021 Target: To decrease the number of intersection fatal crashes from the projected 748 intersection fatal crashes in 2019 to not more than 741 intersection fatal crashes in 2021

Target: Number of intersection related injury crashes

2019 Target: To decrease the expected rise of intersection injury crashes from 4,999 intersection related injury crashes in 2017 to not more than 6,009 intersection related injury crashes in 2019

2021 Target: To decrease the expected rise of intersection injuries from the projected 6,057 intersection related injuries in 2019 to not more than 6,362 intersection related injuries in 2021

Target: Number of distracted driving related fatal crashes

2019 Target: To decrease the expected rise of distracted driving fatal crashes from 402 distracted driving fatal crashes in 2017 to not more than 419 distracted driving fatal crashes in 2019

2021 Target: To decrease the number of distracted driving fatal crashes from the projected 419 distracted driving fatal crashes in 2019 to 416 distracted driving fatal crashes in 2021

Target: Number of distracted driving related incapacitating injury crashes

2019 Target: To decrease the expected rise of distracted driving related incapacitating injury crashes from 2,365 in 2017 to not more than 2,519 distracted driving related incapacitating injury crashes in 2019

2021 Target: To decrease the number of distracted driving related incapacitating injury crashes from the projected 2,539 distracted driving related incapacitating injury crashes in 2019 to not more than 2,502 distracted driving related incapacitating injury crashes in 2021

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	Annual	2019	1,127.0
2019	A-1 Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities	Annual	2019	
2019	Fatal Crashes in Intersections	Annual	2019	742.0
2019	Serious Injury Crashes in Intersections	Annual	2019	6,009.0
2019	Distracted Driving Related Fatal Crashes	Annual	2019	419.0
2019	Distracted Driving Related Serious Injury Crashes	Annual	2019	2,519.0
2019	Speeding Related Serious Injuries	Annual	2019	2,180.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Services Training
2019	Police Traffic Services Enforcement

5.8.1 Countermeasure Strategy: Police Traffic Services Training

Program area	Police Traffic Services
Countermeasure strategy	Police Traffic Services Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and

planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will provide support to TxDOT Traffic Safety Specialists on STEP grants and traffic safety events; instruct course curriculum on distracted driving, child restraint enforcement and social harm; and increase motorist safety by reducing the frequency of large vehicle and bus crashes through a focused approach grounded in accurate and timely crash data and officer training.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy includes planned activities for FY19 including law enforcement training to be conducted by law enforcement liaisons (LELs), including SFST courses and CPS technician certification. These activities will assist Texas with fatalities and injuries. The funding and activity levels for Police Traffic Services program area have remained relatively steady over the past few years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Police Traffic Services Program plan and its associated strategies contain elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 15 – Traffic Enforcement Service*, and *Countermeasures That Work* as outlined in the strategies and enforcement sections. Texas will continue to fund and support law enforcement to increase the number of occupant protection, DWI/DUI, speed, intersection, and distracted driving citations during grant funded activities. Texas will continue to focus on overall fatalities which continue to be a statewide problem. TxDOT Police Traffic Services Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
67311	2019-IADLEST-G-1YG-0163	Police Traffic Services Training
66547	2019-TMPA-G-1YG-0007	Police Traffic Services Training

5.8.1.1 Planned Activity: 2019-IADLEST-G-1YG-0163

Planned activity name	2019-IADLEST-G-1YG-0163
Planned activity number	67311
Primary countermeasure strategy	Police Traffic Services Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Using Data, Effective Training & Officers to Reduce Large Vehicle & Bus Crash Fatalities in Texas : This project seeks to increase motorist safety by reducing the frequency of large vehicle and bus crashes through a focused approach grounded in accurate and timely crash data and officer training.

Enter intended subrecipients.

International Association of Directors of Law Enforcement Standards and Training

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Services Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$139,848.77	$35,688.50	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.8.1.2 Planned Activity: 2019-TMPA-G-1YG-0007

Planned activity name	2019-TMPA-G-1YG-0007
Planned activity number	66547
Primary countermeasure strategy	Police Traffic Services Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Statewide Law Enforcement Liaison Support and Distracted Driver Education: Provide full support to TxDOT Traffic Safety Specialists on STEP grants and traffic safety events. Instruct course curriculum on distracted driving, child restraint enforcement and social harm.

Enter intended subrecipients.

Texas Municipal Police Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Services Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$998,577.89	$251,580.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.8.2 Countermeasure Strategy: Police Traffic Services Enforcement

Program area	Police Traffic Services
Countermeasure strategy	Police Traffic Services Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will increase and sustain enforcement of traffic safety-related laws; increase and sustain high visibility enforcement of Intersection Traffic Control (ITC) laws; increase and sustain high visibility enforcement of state and local ordinances on cellular and texting devices; and increase enforcement of commercial motor vehicle speed limits.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This countermeasure strategy includes activities for high visibility enforcement. Texas' Police Traffic Services Program activities will continue to assist the State in achieving a reduction or sustaining the number of intersection-related fatalities and fatal crashes, as well as fatalities and fatal crashes associated with distracted driving.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Police Traffic Services Program plan and its associated strategies contain elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 15 – Traffic Enforcement Service*, and *Countermeasures That Work* as outlined in the strategies and enforcement sections. Texas will continue to fund and support law enforcement to increase the number of occupant protection, DWI/DUI, speed, intersection, and distracted driving citations during grant funded activities. Texas will continue to focus on overall fatalities which continue to be a statewide problem. TxDOT Police Traffic Services Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
00001	2019-STEP-Comprehensive	Police Traffic Services Enforcement
00002	2019-STEP-CMV	Police Traffic Services Enforcement

5.8.2.1 Planned Activity: 2019-STEP-Comprehensive

Planned activity name	2019-STEP-Comprehensive
Planned activity number	00001
Primary countermeasure strategy	Police Traffic Services Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Bexar County Sheriff's Office
Burnet County Sheriff Department
City of Allen Police Department
City of Alvin - Police Department
City of Amarillo - Police Department
City of Arlington - Police Department
City of Austin Police Department
City of Beaumont Police Department
City of Bee Cave Police Department
City of Brenham Police Department
City of Brownsville Police Department
City of Cedar Park Police Department
City of Corpus Christi Police Department
City of Corrigan - Police Department
City of Cuero - Police Department
City of Dallas Police Department
City of Deer Park Police Department
City of Denton Police Department
City of Early Police Department
City of Edinburg Police Department
City of El Paso - ISD Police Department
City of El Paso - Police Department
City of Euless Police Department
City of Fort Worth Police Department
City of Frisco Police Department
City of Galveston - Police Department
City of Garland - Police Department
City of Grand Prairie Police Department
City of Granite Shoals - Police Department
City of Grapevine - Police Department
City of Harlingen Police Department
City of Houston - Police Department
City of Irving Police Department
City of Italy Police Department
City of Jacksonville Police Department
City of Keller Police Department

City of Killeen Police Department
City of Kingsville Police Department
City of La Porte Police Department
City of Laredo Police Department
City of Leon Valley - Police Department
City of Lewisville Police Department
City of Longview Police Department
City of Lubbock Police Department
City of Manor - Police Department
City of Marshall Police Department
City of McAllen Police Department
City of McKinney - Police Department
City of Merkel - Police Department
City of Mesquite Police Department
City of Midland Police Department
City of Mission Police Department
City of Missouri - City Police Department
City of Mount Pleasant - Police Department
City of New Braunfels Police Department
City of North Richland Hills - Police Department
City of Odessa Police Department
City of Palestine - Police department
City of Pasadena Police Department
City of Pflugerville - Police department
City of Pharr Police Department
City of Plano Police Department
City of Port Arthur Police Department
City of Rio Grande City Police Department
City of San Antonio Police Department
City of San Juan Police Department
City of Santa Fe Police Department
City of Seguin - Police Department
City of Snyder Police Department
City of Southlake Police Department
City of Sugar Land Police Department
City of Texarkana Police Department
City of Tyler Police Department
City of Victoria Police Department
City of Waco Police Department
City of Weatherford Police Department
City of Westworth Village -Police Department
City of Wichita Falls Police Department
Comal County Sheriff's Office
DeWitt County Sheriff's Office
El Paso County Sheriff's Office
Fort Bend County Constable Precinct 3
Harris County Constable Precinct 1
Harris County Constable Precinct 4
Harris County Constable Precinct 7
Harris County Sheriff's Office
Hays County Grants Administration
Houston-Galveston Area Council
Jefferson County Sheriff's Office
McCulloch County Sheriff's Office
Montgomery County Constables Office Pct 5

Montgomery County Sheriff's Office
Texas A&M University - Central Texas - Police Department
Texas Department of Public Safety
Tom Green County
Town of Addison Police Department
Town of Prosper - Police Department
Travis County Sheriff's Office
Ward County Sheriff Office
Wise County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Speed Enforcement
2019	Police Traffic Services Enforcement
2019	Occupant Protection Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$10,215,890.44	$4,500,345.87	$9,739,432.50

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.8.2.2 Planned Activity: 2019-STEP-CMV

Planned activity name	2019-STEP-CMV
Planned activity number	00002

Primary countermeasure strategy Police Traffic Services Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Bexar County Sheriff's Office
City of Eagle Lake Police Department
City of Grand Prairie Police Department
City of Harlingen Police Department
City of Houston - Police Department
City of Italy Police Department
City of La Porte Police Department
City of Laredo Police Department
City of McAllen Police Department
City of Mount Pleasant - Police Department
City of Pasadena Police Department
City of Pharr Police Department
City of Sugar Land Police Department
El Paso County Sheriff's Office
Harris County Sheriff's Office
Ward County Sheriff Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Speed Enforcement
2019	Police Traffic Services Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$924,796.96	$638,622.64	$924,796.96

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.9 Program Area: Railroad Safety

Program area type Railroad Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

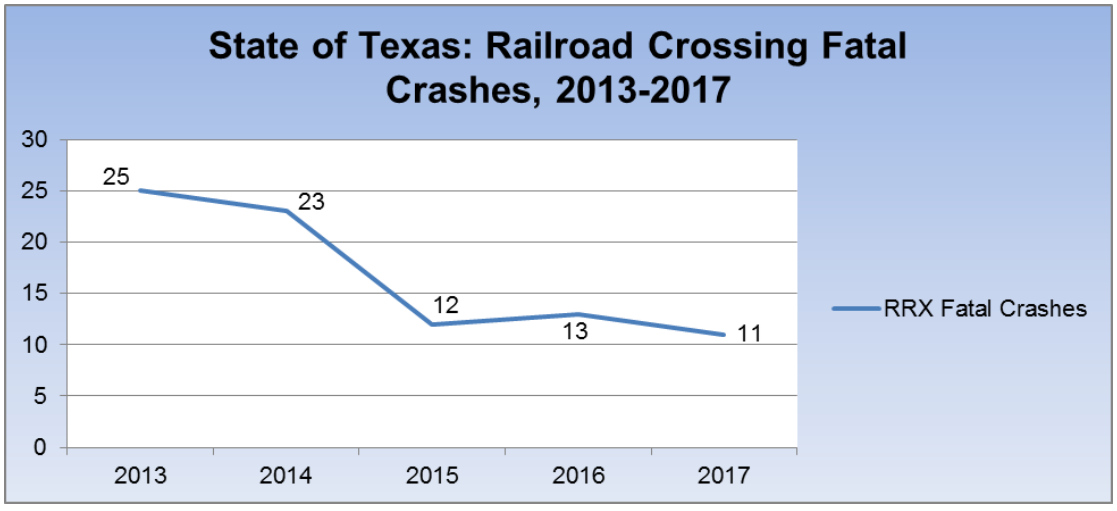
No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Railroad Safety (RS)

Problem ID As of December 2017, railroads operating within the state of Texas reported to the Federal Railroad Administration (FRA) 37 pedestrian fatalities and 52 injuries, for a total of 89 casualties reported. This places Texas second in the nation according to the Federal Railroad Administration (FRA), next to California. In addition to freight, more Texas communities are acquiring Light Rail Transit (LRT) and Commuter trains or adding to existing routes. Train routes included Light Rail Transit (LRT) systems like the Dallas Area Rapid Transit (DART) in Dallas and Houston Metro Rail. Train routes would also include commuter rail systems like Capital Metro in Austin, Denton's A-Train, and the newest one to the list Tex Rail in Fort Worth. Due to the expansion of rail transportation systems, vehicular operators and pedestrians are sometimes not familiar with the train schedules and routes especially in congested downtown areas. Due to the high frequency of train movements occurring on LRT and Commuter train routes, this can increases the potential for vehicular crashes or a pedestrian facility/injury involving rail mounted equipment.

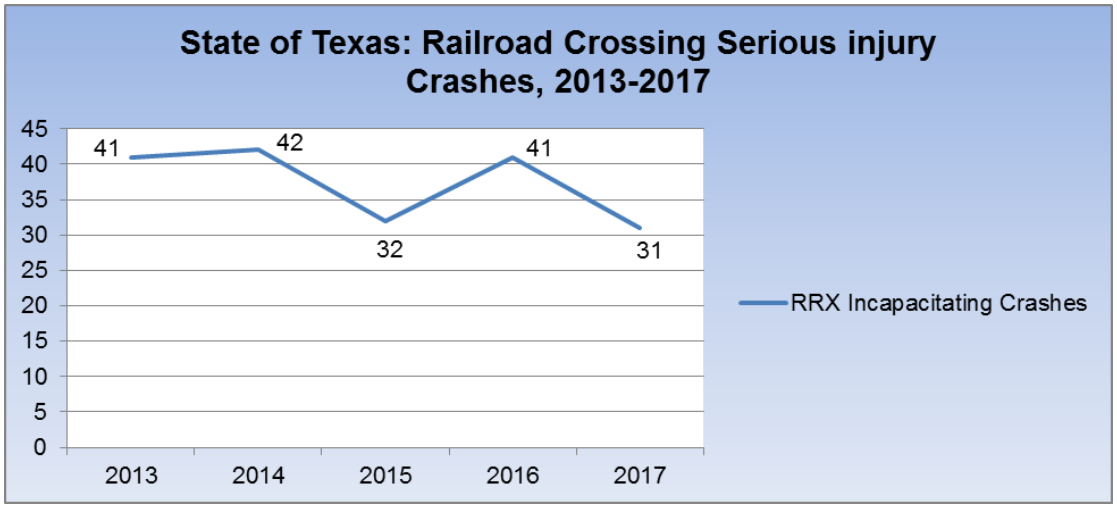


Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 20, 2018.

Per the American Association of Railroads (AAR), there are currently 10,539 miles of freight railroad track in Texas. Texas has the most public grade crossings of any other state at 9,728. The state of Texas ranks first for the number of railroad tracks and public railroad

crossings. Texas has 15% more railroad crossings than the second highest state which is Illinois with 7,825. Illinois ranks second for overall crossings, and Ohio is fourth.[1] Operating railroad in Texas reported the second highest number of fatalities at public crossings. Railroad operating in California reported the most pedestrian fatalities, while Texas has 36% more railroad crossings than the state of California.

Due to a train's size and angle of approach to a crossing, it is impossible to judge the speed of an approaching train. An approaching train creates an optical illusion because of its size, making it appear as if it is traveling much more slowly than it really is.



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 April 20, 2018.

Most vehicle drivers do not realize a railroad crossing is considered an intersection. Consequently, traffic laws regarding “no passing zones", and "not stopping on the track" are ignored. In fact, railroad warning signage is barely addressed in Driver Education classes in Texas.

RS Performance Measures and Target Setting TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2019) and long-term (2021) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%

2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2012 through 2016 (FARS) or 2013-2017 (CRIS). TxDOT established its 2019 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011-2015 FARS data or 2012-2016 CRIS data. Also included was discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust railroad safety program, to include elements in grade crossing education and training, and public education and outreach. In addition to traditional training and education, TxDOT will work on executing programming to reduce the incidence of railroad grade crossing fatalities and the associated traffic crashes to improve the railroad grade crossing crash situation in Texas.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 9 railroad grade crossing fatal crashes. By 2021, Texas can expect to report 3 railroad grade crossing fatal crashes. The calculations for these projections and targets* are as follows:

	2012	**2013**	**2014**	**2015**	**2016**	**2017**
Railroad Crossing Fatal Crashes	24	25	23	12	13	11

Railroad Crossing Fatal Crashes	**2018**	**2019**	**2020**	**2021**	**2022**
M	-2.7	-2.7	-2.7	-2.7	-2.7
X	7.00	8.00	9.00	10.00	11.00

B	30.3	30.3	30.3	30.3	30.3
Projection	11	9	6	3	1
Target	11	9	6	3	1

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 74 railroad grade crossing incapacitating injury crashes. By 2021, Texas can expect to report 84 railroad grade crossing incapacitating injury crashes. The calculations for these projections and targets* are as follows:

	2012	**2013**	**2014**	**2015**	**2016**	**2017**
Railroad Serious Injury Crashes	33	41	42	32	41	31

Railroad Serious Injury Crashes	**2018**	**2019**	**2020**	**2021**	**2022**
M	4.9	4.9	4.9	4.9	4.9
X	7.00	8.00	9.00	10.00	11.00
B	34.5	34.5	34.5	34.5	34.5
Projection	69	74	79	84	88
Target	69	73	78	82	87

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

RS Impacts of Proposed Strategies Strategies proposed for the Railroad Highway Crossing Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of railroad grade crossing-related fatalities, injuries, and crashes.

Education and outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. These efforts are designed to achieve the most effective impact on reducing overall railroad grade crossing-related fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for railroad grade crossing training via “Operation Lifesaver” is planned for FY19 to assist Texas with railroad grade crossing-related fatalities and injuries.

Texas will continue to focus on railroad grade crossing fatalities which continue to be a statewide problem. TxDOT Railroad Safety Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Performance Measures and Targets:

Target: Number of railroad grade crossing fatal crashes

2019 Target: To decrease railroad grade crossing fatal crashes from 11 railroad grade crossing fatal crashes in 2017 to 9 railroad grade crossing fatal crashes in 2019

2021 Target: To decrease railroad grade crossing fatal crashes from the projected 9 railroad grade crossing fatal crashes in 2019 to 3 railroad grade crossing fatal crashes in 2021

Target: Number of railroad grade crossing incapacitating injury crashes

2019 Target: To decrease the expected rise of railroad grade crossing incapacitating crashes from 31 railroad grade crossing incapacitating injury crashes in 2017 to not more than 73 railroad grade crossing incapacitating injury crashes in 2019

2021 Target: To decrease the expected rise of railroad grade crossing incapacitating crashes from the projected 74 railroad grade crossing incapacitating injury crashes in 2019 to not more than 82 railroad grade crossing incapacitating injury crashes in 2021

[1] TxDOT Traffic Operations Division-Rail Safety Section, June 26, 2017

[2] Railroad Crossing Safety Factsheet, Texas Dept. of Insurance, Div. of Workers’ Comp. HS04-070A(01-06)

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Railroad Fatal Crashes	Annual	2019	9.0
2019	Railroad Serious Injury Crashes	Annual	2019	73.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Railroad Crossing Training

5.9.1 Countermeasure Strategy: Railroad Crossing Training

Program area	Railroad Safety
Countermeasure strategy	Railroad Crossing Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and

planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will increase education of law enforcement concerning laws governing railroad/highway crossings; and increase public education and information on railroad/highway crossing safety.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This countermeasure strategy includes activities for railroad grade crossing training via Operation Lifesaver, which are planned for FY19 to assist Texas with railroad grade crossing-related fatalities and injuries.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

TThe strategy proposed for the Railroad Highway Crossing Program is evidence-based, and associated activities will impact all areas of the State. These have been shown to be effective measures for positively impacting the issue of railroad grade crossing-related fatalities, injuries, and crashes. Texas will continue to focus on railroad grade crossing fatalities which continue to be a statewide problem. TxDOT

Railroad Highway Crossing Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
66744	2019-TxOpLife-G-1YG-0104	Railroad Crossing Training

5.9.1.1 Planned Activity: 2019-TxOpLife-G-1YG-0104

Planned activity name	2019-TxOpLife-G-1YG-0104
Planned activity number	66744
Primary countermeasure strategy	Railroad Crossing Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under §

1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Texas Operation Lifesaver

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Railroad Crossing Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Railroad/Highway Crossings (FAST)	$78,089.00	$42,680.50	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.10 Program Area: Roadway Safety/Traffic Engineering

Program area type Roadway Safety/Traffic Engineering

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

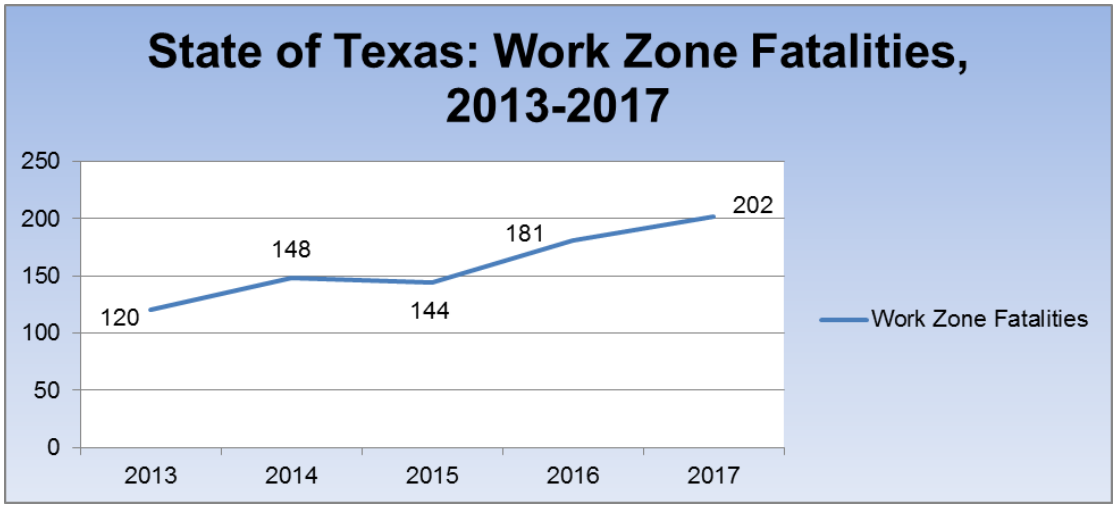
No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

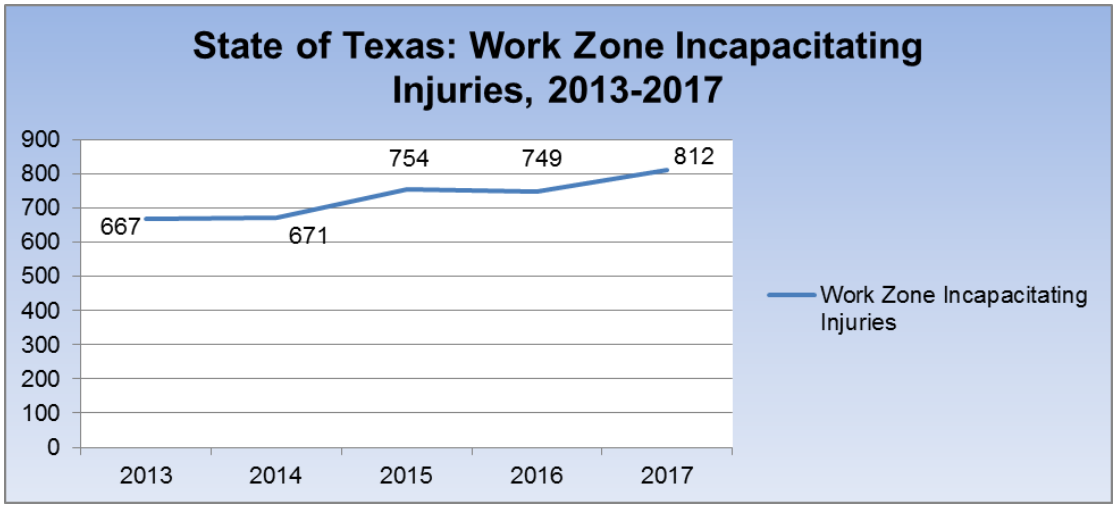
Roadway Safety (RS)

Problem ID In recent years, the number of active TxDOT work zones has been as high as approximately 2,500. Motorists traveling through work zones make up the majority of fatalities in work zones. In 2017, 3,677 work zone crashes resulted in 812 serious injuries and 202 fatalities. As roadway maintenance and construction efforts continue to address a state population that grows by about 1,200 people per day[1], drivers should expect to encounter a work zone at any time.



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 April 20, 2018

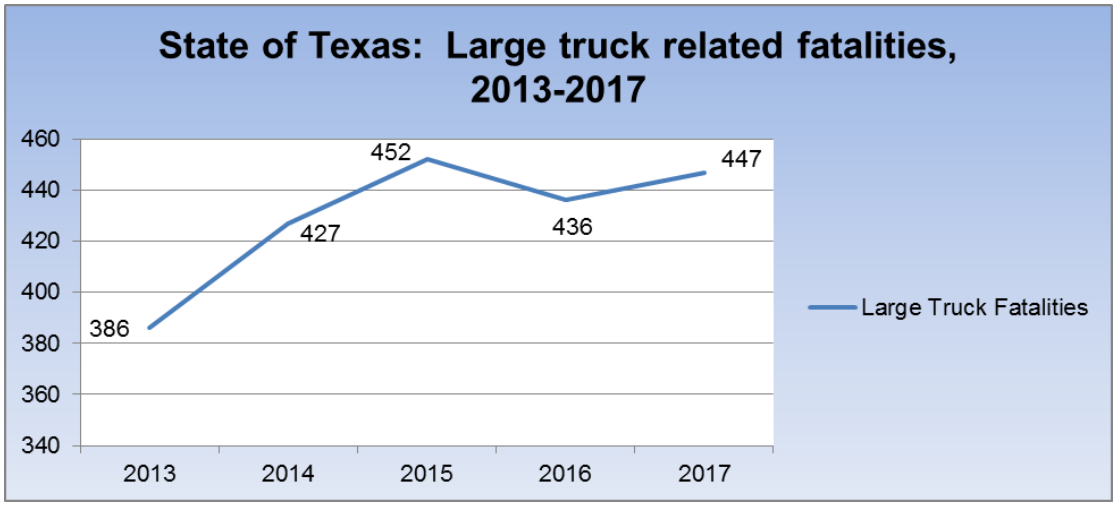
Work zone safety and awareness is critical, both for drivers and the men and women who work on our highways. TxDOT continues to work on increased safety measures and public outreach efforts to educate motorists about the dangers of work zones.



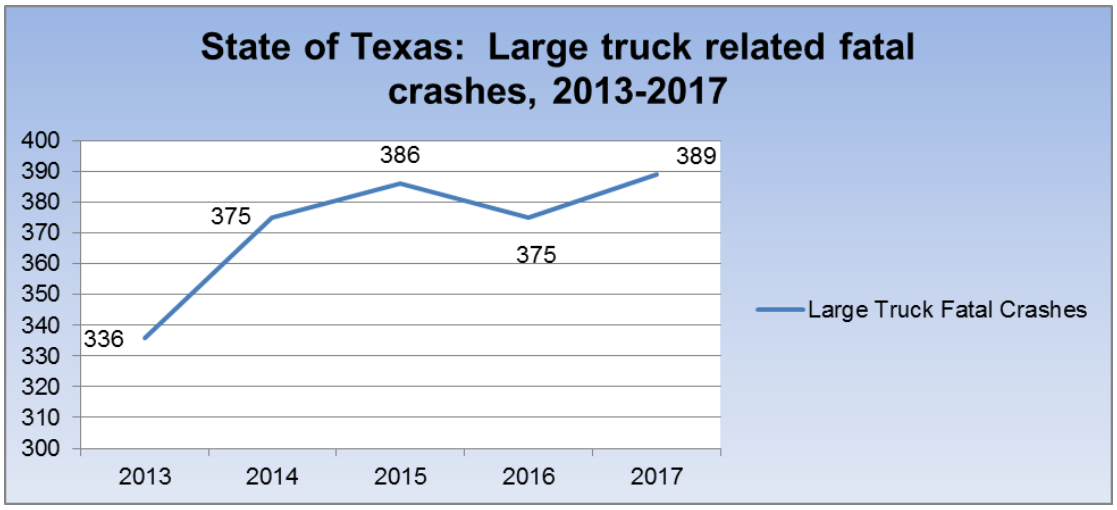
Source: CRIS. Information Contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of April 20, 2018.

As part of National Work Zone Awareness Week, TxDOT urges drivers to slow down, pay attention and be extra cautious to save not only the lives of workers, but their own lives as well. Everyone needs to take responsibility for work zone safety, from engineers and planners to drivers and pedestrians. TxDOT is working to educate the public and raise awareness of safety precautions for workers and motorists in work zones.

The recent boom in oil and gas production across Texas has created thousands of jobs and many new opportunities for energy-producing areas. Unfortunately, with an influx in traffic in these areas, there also has been an increase in crashes. Most of Texas' oil and gas exploration and drilling occurs in rural areas, such as the Permian Basin and Eagle Ford Shale regions, where many of the roads and bridges were originally designed for lower traffic volumes.



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 April 20, 2018.



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 April 20, 2018.

Energy production requires increased truck traffic that can damage roads and bridges over time and significantly reduce infrastructure service life. These damaged roads and bridges are a hindrance for energy companies and a financial burden for state and local governments, and a safety hazard for motorists. Beginning around 2009, multiple regions of Texas experienced an explosion in drilling activity, which outstripped the ability of state and local governments to ramp up road maintenance and repair efforts. The Texas Legislature has passed measures to address the problem, and TxDOT continues to prioritize energy sector road projects with ongoing efforts.

RS Performance Measures and Target Setting TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2019) and long-term (2021) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%

2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2012 through 2016 (FARS) or 2013-2017 (CRIS). TxDOT established its 2019 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust roadway safety program, to include elements in large trucks, work zone education and training, regional task forces, and media outreach. In addition to traditional education and media, as well as other associated roadway safety programs, TxDOT will work on executing programming to reduce the incidence of large truck fatalities, work zone-related fatalities, and the associated traffic crashes to improve the large truck and work zone situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 21 – Roadway Safety, and Countermeasures That Work as outlined in the strategies section.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 205 Work Zone Fatalities. By 2021, Texas can expect to report 230 Work Zone Fatalities. The calculations for these projections and targets* are as follows:

	2012	**2013**	**2014**	**2015**	**2016**	**2017**
Work Zone Fatalities	132	120	148	143	181	202

Work Zone Fatalities	2018	2019	2020	2021	2022
M	12.1	12.1	12.1	12.1	12.1
X	7.00	8.00	9.00	10.00	11.00
B	108.5	108.5	108.5	108.5	108.5
Projection	193	205	217	230	242
Target	192	204	215	226	237

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 869 work zone-related incapacitating injuries. By 2021, Texas can expect to report 941 work zone-related incapacitating injuries. The calculations for these projections and targets* are as follows:

	2012	2013	2014	2015	2016	2017
Work Zone Incapacitating Injuries	611	667	671	750	749	812

Work Zone Incapacitating Injuries	2018	2019	2020	2021	2022
M	35.9	35.9	35.9	35.9	35.9
X	7.00	8.00	9.00	10.00	11.00
B	581.9	581.9	581.9	581.9	581.9
Projection	833	869	905	941	977
Target	830	862	894	926	957

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 491 large truck-related fatalities. By 2021, Texas can expect to report 520 large truck-related fatalities. The calculations for these projections and targets* are as follows:

	2012	2013	2014	2015	2016	2017
Large Truck Fatalities	397	385	427	451	436	447

Large Truck Fatalities	2018	2019	2020	2021	2022
M	14.4	14.4	14.4	14.4	14.4
X	7.00	8.00	9.00	10.00	11.00
B	376	376	376	376	376
Projection	477	491	506	520	534
Target	475	487	500	512	524

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 416 large truck-related fatal crashes. By 2021, Texas can expect to report 438 large truck-related fatal crashes. The calculations for these projections and targets* are as follows:

	2012	2013	2014	2015	2016	2017
Large Truck Fatal Crashes	347	335	375	385	375	389

Large Truck Fatal Crashes	2018	2019	2020	2021	2022
M	10.6	10.6	10.6	10.6	10.6

X	7.00	8.00	9.00	10.00	11.00
B	331.6	331.6	331.6	331.6	331.6
Projection	406	416	427	438	448
Target	404	413	422	431	439

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

RS Impacts of Proposed Strategies Strategies proposed for the Roadway Safety Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of work zone-related fatalities, injuries, and crashes.

Media, education and outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. These efforts are designed to achieve the most effective impact on reducing large truck and work zone fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for media, education and outreach, and training is planned for FY19 to assist Texas with large truck and work zone fatalities and injuries.

Texas will continue to focus on large truck and work zone fatalities which continue to be a statewide problem. TxDOT Roadway Safety Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Performance Measures and Targets:

Target: Number of work zone-related fatalities

2019 Target: To decrease the expected rise of work zone fatalities from 202 work zone-related fatalities in 2017 to not more than 204 work zone-related fatalities in 2019

2021 Target: To decrease the expected rise of work zone-related fatalities from the projected 205 work zone-related fatalities in 2019 to not more than 226 work zone-related fatalities in 2021

Target: Number of work zone-related Incapacitating Injuries

2019 Target: To decrease the expected rise of work zone-related incapacitating injuries from 812 work zone-related incapacitating injuries in 2017 to not more than 862 work zone-related incapacitating injuries in 2019

2021 Target: To decrease the expected rise of work zone-related incapacitating injuries from the projected 869 work zone-related incapacitating injuries in 2019 to not more than 926 work zone-related incapacitating injuries in 2021

Target: Number of large truck-related fatalities

2019 Target: To decrease the expected rise of large truck fatalities from 447 large truck-related fatalities in 2017 to not more than 487 large truck-related fatalities in 2019

2021 Target: To decrease the expected rise of large truck fatalities from the projected 491 large truck-related fatalities in 2019 to not more than 512 large truck-related fatalities in 2021

Target: Number of large truck-related fatal crashes

2019 Target: To decrease the expected rise of large truck fatal crashes from 389 large truck fatal crashes in 2017 to not more than 413 large truck fatal crashes in 2019

2021 Target: To decrease the expected rise of large truck fatal crashes from the projected 416 large truck fatal crashes in 2019 to not more than 431 large truck fatal crashes in 2021

[1] U.S. Census Bureau. https://www.census.gov/quickfacts/fact/table/TX,US/PST045217. Accessed May 30, 2018

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Work Zone Fatalities	Annual	2019	204.0
2019	Work Zone Serious Injuries	Annual	2019	862.0
2019	Large Truck Fatalities	Annual	2019	487.0
2019	Large Truck Fatal Crashes	Annual	2019	413.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Roadway Safety Training

5.10.1 Countermeasure Strategy: Roadway Safety Training

Program area	Roadway Safety/Traffic Engineering
Countermeasure strategy	Roadway Safety Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
67300	2019-UTatArli-G-1YG-0155	Roadway Safety Training

5.10.1.1 Planned Activity: 2019-UTatArli-G-1YG-0155

Planned activity name	2019-UTatArli-G-1YG-0155
Planned activity number	67300
Primary countermeasure strategy	Roadway Safety Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

FY2019 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.

Enter intended subrecipients.

The University of Texas at Arlington

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Roadway Safety Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Roadway Safety (FAST)	$462,197.89	$116,519.45	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.11 Program Area: Speed Management

Program area type Speed Management

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

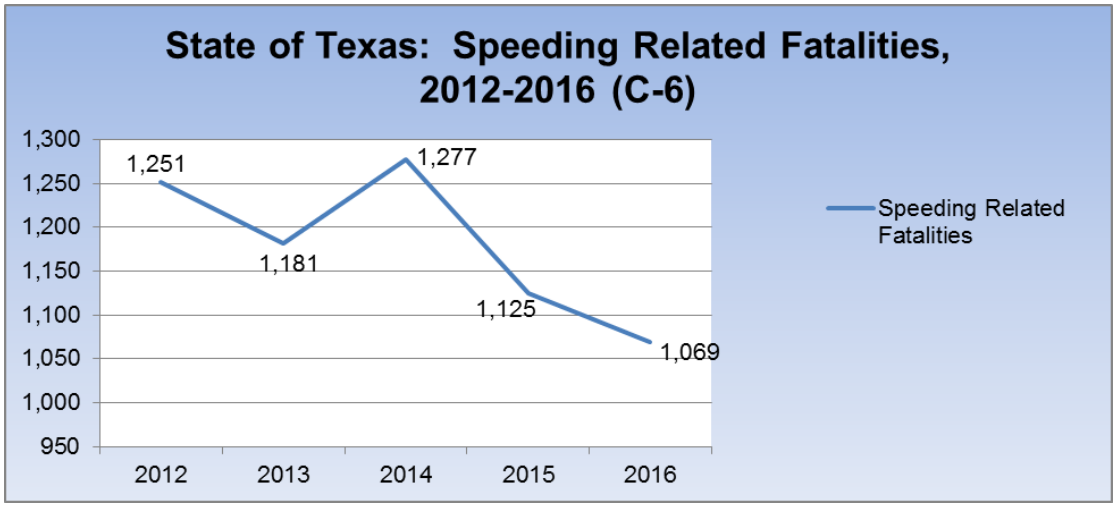
No

Problem identification

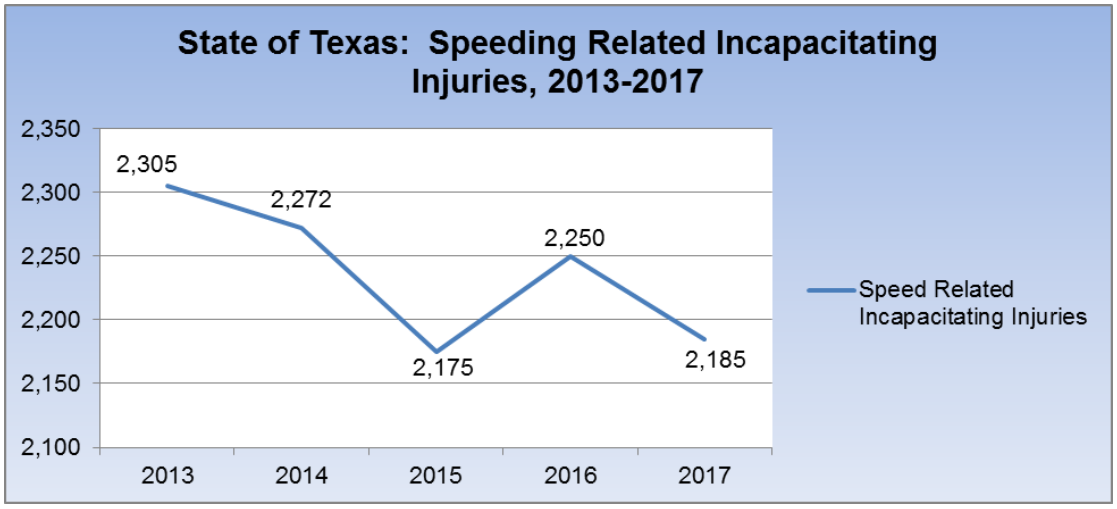
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Speed Control (SC)

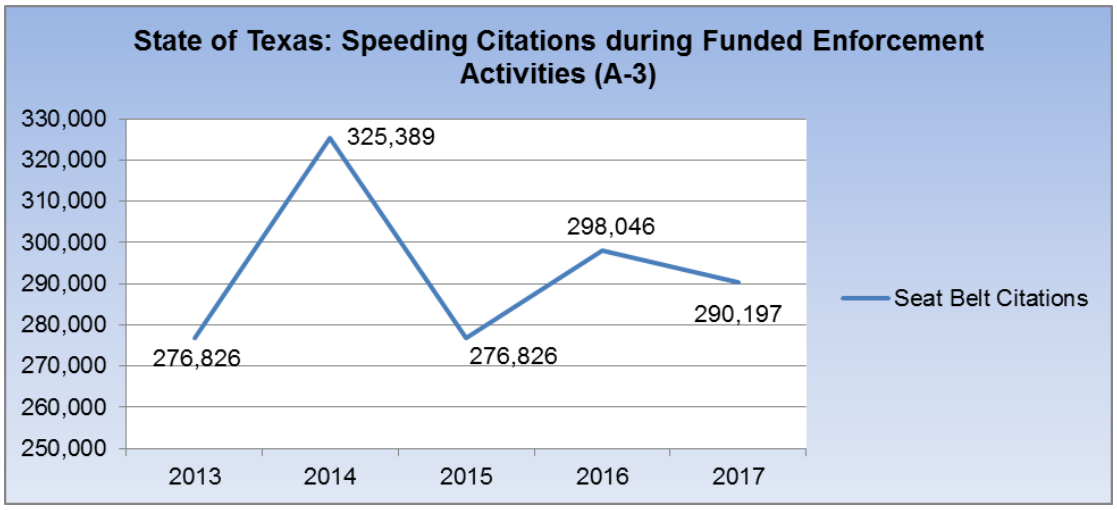
Problem ID Speeding continues to be an aggravating factor in fatality crashes within the State of Texas. Speeding-related fatalities accounted for 27% of all fatalities across the nation in 2016[1]. In speeding-related fatalities by state, Texas consistently ranked first in the past decade. In 2016, 1,069 people were killed in crashes involving speeding in Texas. Texas speeding related fatalities total 28%, which is higher than the national average of 27% for 2016[2].



Source: Fatality Analysis Reporting System (FARS, April 20, 2018).



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 April 20, 2018.



Source: Texas Department of Transportation eGrants, May 18, 2018.

The proportion of involvement in speeding-related crashes to all fatal crashes decreased with increasing driver age, and female drivers were speeding less frequently than male drivers across all age groups. Young male drivers were the most likely to be speeding at the time of a fatal crash. In 2016, nearly a third (32%) of male drivers in the 15- to 20-year-old (32%) and 20- to 24-year-old (31%) age groups involved in fatal crashes were speeding at the time of the crash, compared to 22 and 17 percent, respectively, for the female drivers in the same age groups.[3] In addition to speed, road conditions and environment were other potential contributing factors for speed-related fatal crashes. When combined with unusual road conditions (e.g., wet or snow/icy roadway surfaces) and poor illumination (e.g., nights), speeding was more likely to result in fatal crashes.

SC Performance Measures and Target Setting TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The “R” Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2019) and long-term (2021) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%

2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2012 through 2016 (FARS) or 2013-2017 (CRIS). TxDOT established its 2019 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust speed control program, to include elements in high-visibility enforcement, training, regional task forces, and media. In addition to traditional enforcement and other associated impaired driving programs, TxDOT will work in conjunction with these stakeholders to reduce the incidence of speed-related fatalities and associated traffic crashes and improve the speed-related crash situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 19 – Speed Management, and Countermeasures That Work as outlined in the strategies and enforcement sections.

Trend projections using FARS data indicate that for 2019, the State of Texas can expect to report 1,127 speeding related fatalities. By 2021, Texas can expect to report 1,104 speeding related fatalities. The calculations for these projections and targets* are as follows:

	2011	2012	2013	2014	2015	2016
Speeding-Related Fatalities (C-6)	1,177	1,251	1,181	1,277	1,105	1,069

	2017	2018	2019	2020	2021	2022
Speeding-Related Fatalities (C-6)						

M	-11.8	-11.8	-11.8	-11.8	-11.8	-11.8
X	7.00	8.00	9.00	10.00	11.00	12.00
B	1,233.6	1,233.6	1,233.6	1,233.6	1,233.6	1,233.6
Projection	1,151	1,139	1,127	1,116	1,104	1,092
Target	1,151	1,139	1,127	1,116	1,104	1,092

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 2,180 serious injuries. By 2021, Texas can expect to report 2,151 serious injuries. The calculations for these projections and targets* are as follows:

	2012	**2013**	**2014**	**2015**	**2016**	**2017**
Speeding Related Incapacitating Injuries	2,256	2,304	2,271	2,170	2,252	2,185

Speeding Related Incapacitating Injuries	**2018**	**2019**	**2020**	**2021**	**2022**
M	-14.2	-14.2	-14.2	-14.2	-14.2
X	7.00	8.00	9.00	10.00	11.00
B	2,293.2	2,293.2	2,293.2	2,293.2	2,293.2
Projection	2,194	2,180	2,165	2,151	2,137
Target	2,194	2,180	2,165	2,151	2,137

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

SC Impacts of Proposed Strategies Strategies proposed for the Speed Control Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of speeding-related fatalities, injuries, and crashes.

Media, education and outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for enforcement is planned for FY19 to assist Texas with fatalities and injuries.

Texas will continue to fund and support law enforcement to increase the number of speeding-related citations during grant funded activities. Texas will continue the trend of increases in arrests and citations.

Texas will continue to focus on overall fatalities which continue to be a statewide problem. TxDOT Speed Control Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for continued achievement of the performance targets.

SC Performance Targets:

Target: Number of speeding related fatalities (C-6)

2019 Target: To decrease the expected rise of speeding fatalities from 1,069 speeding fatalities in 2016 to not more than 1,127 speeding fatalities in 2019

2021 Target: To decrease speeding fatalities from the projected 1,127 speeding fatalities in 2019 to not more than 1,104 speeding related fatalities in 2021

Target: Number of speeding related serious injuries

2019 Target: To decrease the number of speeding injuries from 2,185 speeding related serious injuries in 2017 to 2,180 speeding related serious injuries in 2019

2021 Target: To decrease the number of speeding injuries from the projected 2,180 speeding related serious injuries in 2019 to 2,151 speeding related serious injuries in 2021

Target: Number of speeding citations issued/grant funded enforcement activities

2019 Target: NHTSA activity measure - no objective set

2021 Target: NHTSA activity measure - no objective set

[1] NHTSA 2016 Quick Facts. March 2018.

[2] NHTSA Traffic Safety Facts: Speeding. 2018. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812480

[3] NHTSA Traffic Safety Facts: Speeding. 2018. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812480

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	Annual	2019	1,127.0
2019	A-3) Number of Speeding Citations Issued During Grant Funded Enforcement Activities	Annual	2019	
2019	Speeding Related Serious Injuries	Annual	2019	2,180.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Speed Enforcement

5.11.1 Countermeasure Strategy: Speed Enforcement

Program area	Speed Management
Countermeasure strategy	Speed Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will increase and sustain enforcement of traffic safety-related laws and increase enforcement of motor vehicle speed limits. TxDOT plans to implement a more robust speed control program, to include elements in high-visibility enforcement, training, regional task forces, and media. TxDOT will work in conjunction with these stakeholders to reduce the incidence of speed related fatalities and associated traffic crashes and improve the speed-related crash situation in Texas.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This countermeasure strategy includes activities that will continue to focus on overall fatalities which continue to be a statewide problem. TxDOT Speed Control Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Speed Program plan and its associated strategies contain elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 19 – Speed Management, and Countermeasures that work as outlined in the strategies and enforcement sections. Texas will continue to fund and support law enforcement to increase the number of speed citations during grant funded activities. Texas will continue to focus on overall fatalities which continue to be a statewide problem. TxDOT Speed Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
00001	2019-STEP-Comprehensive	Police Traffic Services Enforcement
00002	2019-STEP-CMV	Police Traffic Services Enforcement

5.12 Program Area: School Bus Safety

Program area type School Bus Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

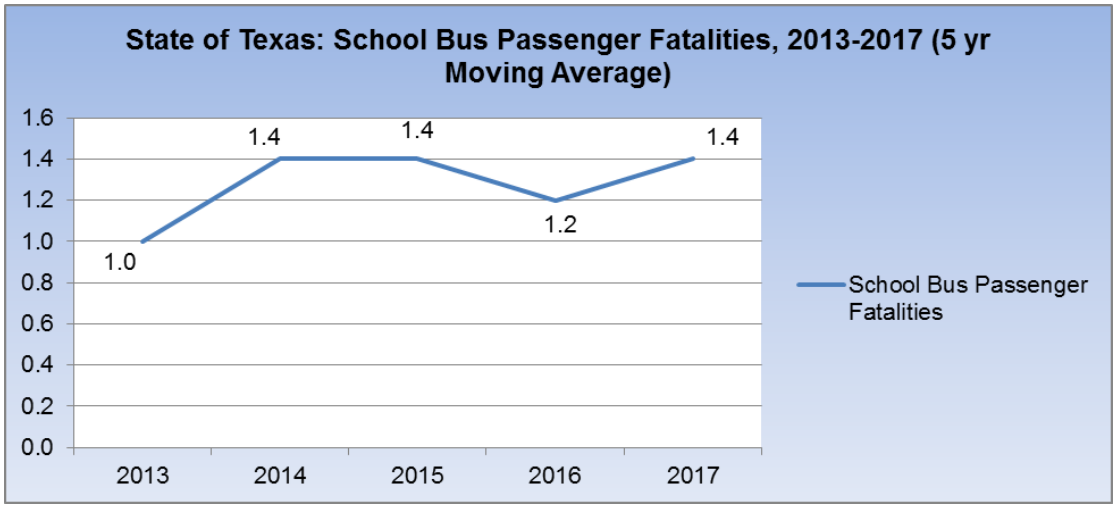
School Bus Safety (SB)

Problem ID Nationwide, an estimated 472,901 school buses provide transportation services daily. Approximately 26.1 million school children ride school buses each day in the U.S., at least twice a day, with an average of 53 students per bus. That is more than 55 million student trips daily[1].

An alarming 35% of all school-age pedestrians killed in school transportation-related crashes were between the ages of 8-13. On average, between 2007 and 2016, 9.8 school-age pedestrians were killed by school transportation vehicles (school buses and vehicles functioning as school buses) each year. More school-age pedestrians have been killed from 7am-8am and from 3pm-4pm than any other times of day (NHTSA 1/2018). Most of these deaths occur in the 10-foot area surrounding the school bus due to passing motorists who are either too impatient to stop, unaware of the law and/or carelessly driving.

Approximately 1.5 million Texas children ride a school bus each day[2]. During 2017 in Texas, there were three school bus passenger fatalities, an increase from 0 in 2016.

School Bus Safety starts with the bus driver, and school bus drivers will need continual education on the relevant safe-driving procedures. Their attitude predicts how the students will behave. The school bus driver sets the stage for how things will go on the school bus and throughout the students' day. Drivers need to be equipped with the skills necessary to handle their interactions with students and other drivers appropriately.



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 April 20, 2018.

SB Performance Measures and Target Setting TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2019) and long-term (2021) targets are consistent with the methodology used to establish SHSP targets, and therefore the short-term targets are identical to the HSIP targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Charts show annual data in Texas from 2012 through 2016 (FARS) or 2013-2017 (CRIS). TxDOT established its 2019 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011 through 2015 FARS data or 2012-2016 CRIS data. Also included was discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population growth in the entire State, gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

As a result, TxDOT plans to implement a more robust school bus safety program, to include elements in passenger bus driver education and training. TxDOT will work on executing programming to reduce the incidence of fatalities of passengers on school buses, and the associated traffic crashes to improve the school bus passenger situation in Texas. This plan contains elements in compliance with the NHTSA Uniform Guidelines for Highway Safety Programs No. 17 – Pupil Transportation Safety, and Countermeasures That Work as outlined in the strategies section.

Current trend projections using CRIS data indicate that for 2019, the State of Texas can expect to average 2.1 school bus passenger fatalities. By 2021, Texas can expect to average 2.4 school bus passenger fatalities. The calculations for these projections and targets* are as follows:

	2012	2013	2014	2015	2016	2017
School Bus Passenger Fatalities	1.4	1.0	1.8	1.8	1.6	1.4

School Bus Passenger Fatalities	**2018**	**2019**	**2020**	**2021**	**2022**
M	0.12	0.12	0.12	0.12	0.12
X	7.00	8.00	9.00	10.00	11.00
B	1.16	1.16	1.16	1.16	1.16
Projection	2.0	2.1	2.2	2.4	2.5
Target	2.0	2.1	2.2	2.3	2.4

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

SB Impacts of Proposed Strategies Strategies proposed for the School Bus Safety Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue

of school bus passenger-related fatalities, injuries, and crashes.

Media, education and outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. These efforts are designed to achieve the most effective impact on reducing school bus passenger fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for training is planned for FY19 to assist Texas with school bus passenger fatalities and injuries.

Texas will continue to focus on school bus passenger fatalities which continue to be a statewide concern. TxDOT School Bus Safety Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

SB Performance Targets:

Number of school bus related fatalities

2019 Target: To decrease the expected rise of the average school bus passenger fatalities from an average of 1.4 school bus passenger fatalities in 2017 to an average of 2.1 average school bus passenger fatalities in 2019

2021 Target: To decrease the expected rise of average school bus passenger fatalities from the projected average of 2.1 school bus passenger fatalities in 2019 to an average of 2.3 school bus passenger fatalities in 2021

[1] School Bus Facts 2015. School Bus Fleet, Vol. 60, No.11

[2] NHTSA Traffic Safety Facts 2007-2016 Data: School-Transportation-Related Crashes. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812476

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	School Bus Passenger Fatalities	Annual	2019	2.1

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	School Bus Training

5.12.1 Countermeasure Strategy: School Bus Training

Program area	School Bus Safety
Countermeasure strategy	School Bus Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will provide safe school bus operation training for school bus drivers and provide public information and education campaigns to promote safe motor vehicle operations around school buses.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy includes elements in passenger bus driver education and training. TxDOT will execute programming to reduce the incidence of fatalities of passengers on school buses, and the associated traffic crashes in Texas. Funding and activity levels for the proposed strategies have remained relatively steady over the past few years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This plan contains elements in compliance with the *NHTSA Uniform Guidelines for Highway Safety Programs No. 17 – Pupil Transportation Safety*, and *Countermeasures That Work* as outlined in the strategies section. Texas will remain focused on school bus passenger fatalities, which continue to be a statewide concern. TxDOT School Bus Safety Program activities will assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for continued achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
66670	2019-ESCVI-G-1YG-0087	School Bus Training

5.12.1.1 Planned Activity: 2019-ESCVI-G-1YG-0087

Planned activity name	2019-ESCVI-G-1YG-0087
Planned activity number	66670
Primary countermeasure strategy	School Bus Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Education Service Center, Region VI

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	School Bus Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pupil Transportation Safety (FAST)	$114,522.90	$38,362.00	$114,522.90

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.13 Program Area: Community Traffic Safety Program

Program area type Community Traffic Safety Program

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Safe Communities (SA)

Problem ID The Safe Communities Model is a long-standing approach to reducing injuries and deaths. It works through engaging local partners who care about safety, using data to identify leading causes of injury, making a plan to address the issues using proven methods, and measuring success.

Unintentional injuries are the fourth leading cause of death in the United States[1]. When a community takes ownership of its traffic safety problems, its members are in the best position to make a difference. *Traffic Safety Community Coalition* members share a vision of saving lives and preventing injuries caused by traffic-related issues and associated costs to the community and the nation. Coalition make-up is as varied and unique as the community it represents, but at a minimum includes injury prevention professionals, educational institutions, businesses, hospital and emergency medical systems, law enforcement agencies, engineers, planners, and other community stakeholders working together and in partnership with the Texas Highway Safety Office.

Community coalitions are the support system for a nationwide network of traffic safety coalitions, partners and communities. Resources provided by these coalitions include helping to build and bolster local effort at the community level, find research material to build community buy-in, access marketing material and customized templates with local information, as well as being the one-stop-shop for traffic safety in the community. There are various community coalitions throughout Texas, including one Safe Communities project--The Brazos Valley Injury Prevention Coalition—that is federally-funded through the Texas Traffic Safety Program, and 18 TxDOT-led traffic safety coalitions that are not federally funded.

State of Texas: Number of TxDOT-Led Traffic Safety Coalitions, 2013-2017

2013	2014	2015	2016	2017
11	12	13	14	18

Source: Survey of TxDOT Traffic Safety Specialists June 2018

SA Performance Measures and Target Setting TxDOT will use a linear trend analysis to establish the new target(s). The linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets is analyzed. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2019) and long-term (2021) targets are consistent with the methodology used to establish SHSP targets and the short term targets are identical to the HSIP targets. The SHSP utilized a data-driven, multi-year, collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

TxDOT plans to implement a more resilient community coalitions program to increase the number of coalitions on a local level. TxDOT will work with and support these coalitions on executing programming to increase safety awareness within these local communities and reduce the incidence of injuries, fatalities, and the associated traffic crashes to show improvement overall in the crash situation in Texas.

Current trend projections using this data indicate that the number of community coalitions will continue to increase. TxDOT is setting targets based on continuing to increase the number of coalitions, but the calculations used to set targets in other program areas is insufficient to be used in this particular category. TxDOT will instead set a target that shows an increase of at least 1 new coalition per year.

2011	2012	2013	2014	2015	2016	2017

Number of TxDOT-Sponsored Community Coalitions	5	5	11	12	13	14	18

Number of Community Coalitions	2018	2019	2020	2021
Increase	1	1	1	1
Projection	19	20	21	22
Target	19	20	21	22

SA Impacts of Proposed Strategies

Strategies proposed for the Safe Communities Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of overall fatalities, injuries, and crashes.

Media, education and outreach, and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. Funding for one safe communities coalitions is planned for FY19 to assist the Texas with fatalities and injuries.

Texas will continue to focus on overall fatalities which continue to be a problem in Texas. TxDOT Safe Communities Program activities will continue to assist the State in achieving a reduction or sustaining the number of fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

SA Performance Targets:

Target: Number of Community Coalitions

2019 Target: To increase the number of community coalitions from 18 in 2017 to 20 community coalitions in 2019

2021 Target: To increase the number of community coalitions from the projected 20 community coalitions in 2019 to 22 community coalitions in 2021

[1] Centers for Disease Control and Prevention. https://www.cdc.gov/nchs/fastats/leading-causes-of-death.htm

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of Community Coalitions	Annual	2019	20.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Safe Communities Public Information Campaigns

5.13.1 Countermeasure Strategy: Safe Communities Public Information Campaigns

Program area	Community Traffic Safety Program
Countermeasure strategy	Safe Communities Public Information Campaigns

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will support the statewide 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; and support the establishment and growth of Safe Communities Coalitions.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This strategy includes funding for one Safe Communities coalition in FY19 to assist Texas with reducing fatalities and injuries. It also includes outreach, public information and education activities which are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/communities in the State. These efforts are designed to achieve the most effective impact on reducing overall fatalities and injuries. unding and activity levels for the proposed strategies have remained relatively steady over the past few years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Increasing the number of Safe Communities coalitions has been a longstanding performance measure of the Texas Traffic Safety Program. TxDOT Safe Communities Program activities will continue to assist the State in reducing or sustaining the number of fatalities and serious injuries. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
66759	2019-Texas Ag-G-1YG-0107	Safe Communities Public Information Campaigns

5.13.1.1 Planned Activity: 2019-Texas Ag-G-1YG-0107

Planned activity name	2019-Texas Ag-G-1YG-0107
Planned activity number	66759
Primary countermeasure strategy	Safe Communities Public Information Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Brazos Valley Injury Prevention Coalition: A Safe Communities coalition to implement and support safety initiatives designed to reduce traffic-related injuries and fatalities in the TxDOT Bryan District.

Enter intended subrecipients.

Texas A&M Agrilife Extension Service

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

2019 Safe Communities Public Information Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Safe Communities (FAST)	$194,839.04	$69,500.00	$194,839.04

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.14 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

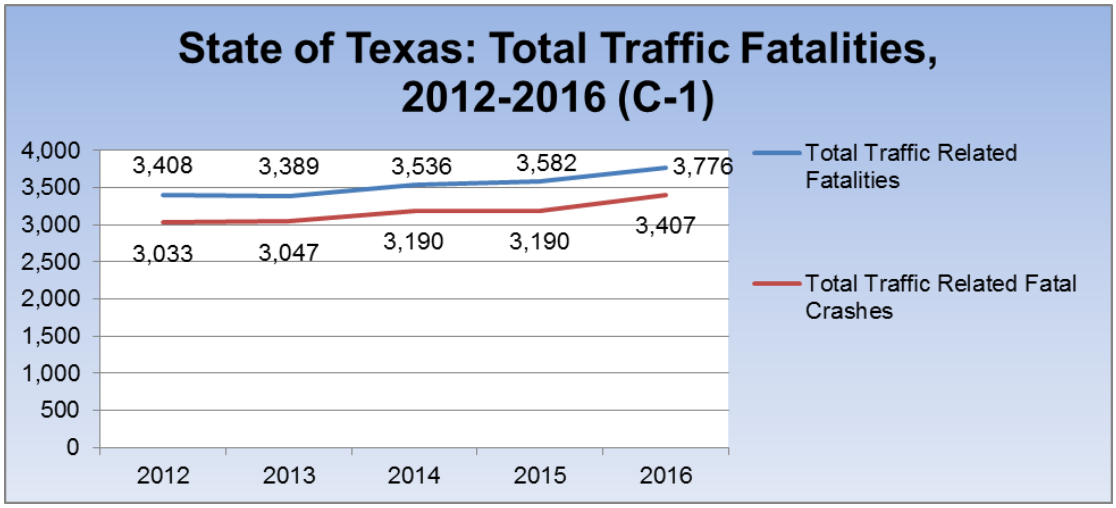
No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Planning - P&A

Problem ID The State of Texas has had 3,538 fatalities on average, over the past five years. There was a slight reduction from 3,408 in 2012, to 3,389 in 2013. FARS data shows that there was upward movement in 2014, to 3,536 fatalities. 2015 saw another increase to 3,582 fatalities, followed by another increase in 2016, when fatalities climbed to 3,776.



Source: Fatality Analysis Reporting System (FARS, April 20, 2018).

Single vehicle, run-off the road crashes resulted in 1,295 fatalities in 2016. This was 34.30% of all motor vehicle traffic fatalities in 2016. Saturday, October 29 and Sunday February 21 were the deadliest days in 2016 with 23 persons killed in traffic crashes. October was the deadliest month with 382 persons killed.[1] In 2016, the majority of fatalities occurred on US or State Highways (41.6%), followed by Interstates (18.2%) and Farm to Market Roads (17.60%).[2]

In 2016, fatal crashes in Texas were most likely to occur on Saturdays with 17.7% of all fatal crashes and Sundays with 17.3% of all fatal crashes. The hours of 9:00 p.m. to Midnight were the most deadly, with 15.8% of all fatal crashes occurring during this time frame. However, the combined time frame between 6:00 p.m. until 3:00 a.m. accounted for 46.6% of all fatal crashes indicating the need for increased nighttime enforcement. It is worth noting that there is a significant volume of fatal crashes during all time periods.

State of Texas, Fatalities by Month and Road Type, 2016

Month	Interstate	US/State Highways	Farm to Market	County Road	City Street	Tollway
January	60	97	54	18	48	2
February	58	123	52	23	56	0
March	61	140	43	22	46	0
April	45	125	53	19	58	0

May	58	154	63	14	48	1
June	60	136	49	14	46	2
July	52	132	55	25	47	1
August	61	119	61	17	41	3
September	44	123	51	22	48	2
October	74	150	69	23	65	1
November	62	155	55	23	47	1
December	53	113	59	9	59	0
Total	688	1,567	664	229	609	13
% of Total	18.2%	41.6%	17.6%	6.1%	16.2%	0.3%

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 April 20th, 2017.

State of Texas, Fatal Crashes by Time and Day of Week, 2016

	SUN	MON	TUE	WED	THU	FRI	SAT	Total
Midnight to 2:59 a.m.	125	52	38	39	53	66	135	508
3 a.m. to 5:59 a.m.	91	27	35	35	38	61	72	359
6 a.m. to 8:59 a.m.	47	59	45	49	56	58	37	351
9 a.m. to 11:59 a.m.	34	51	41	27	48	34	57	292
Noon to 2:59 p.m.	57	59	55	51	53	72	53	400
3 p.m. to 5:59 p.m.	57	55	49	66	51	65	74	417

6 p.m. to 8:59 p.m.	93	68	70	81	64	78	84	538
9 p.m. to 11:59 p.m.	85	63	54	57	67	122	91	539
Total	589	434	387	405	430	556	603	3,404

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 April 20th, 2017.

According to FARS data, in 2016, where age was known, 21.5% of persons killed in Texas were between the ages of 25 and 34 years of age. Persons aged 35-to-44-years-old accounted for 14.4% and 45-54 year-olds account for an additional 13.2%. Based on the total of known ages for persons killed in Texas, 25- to 54-year-old persons accounted for 49.1% of all persons killed.

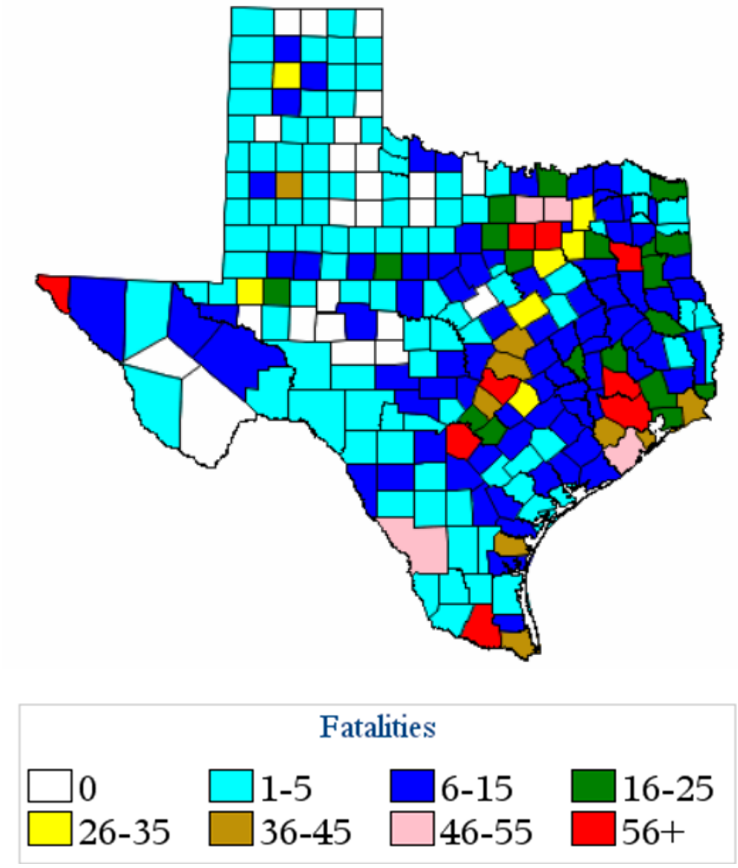
State of Texas, Vehicle Occupants Killed, by Age and Vehicle Type, 2016

	Passenger Cars	Light Trucks	Large Trucks	Buses	Motorcycles	Total
< 5	22	11	0	0	0	33
5 -- 9	14	27	0	0	0	41
10 -- 15	17	24	1	0	3	45
16 -- 20	146	111	3	0	18	278
21 -- 24	159	114	4	0	51	328
25 -- 34	273	233	17	0	121	644
35 -- 44	171	157	27	0	75	430
45 -- 54	127	147	21	3	97	395

55 -- 64	107	154	24	4	91	380
65 -- 74	81	88	10	1	32	212
> 74	100	96	1	2	1	200
Total	1,217	1,162	108	10	489	2,986

Source: Fatality Analysis Reporting System (FARS, May 23, 2018).

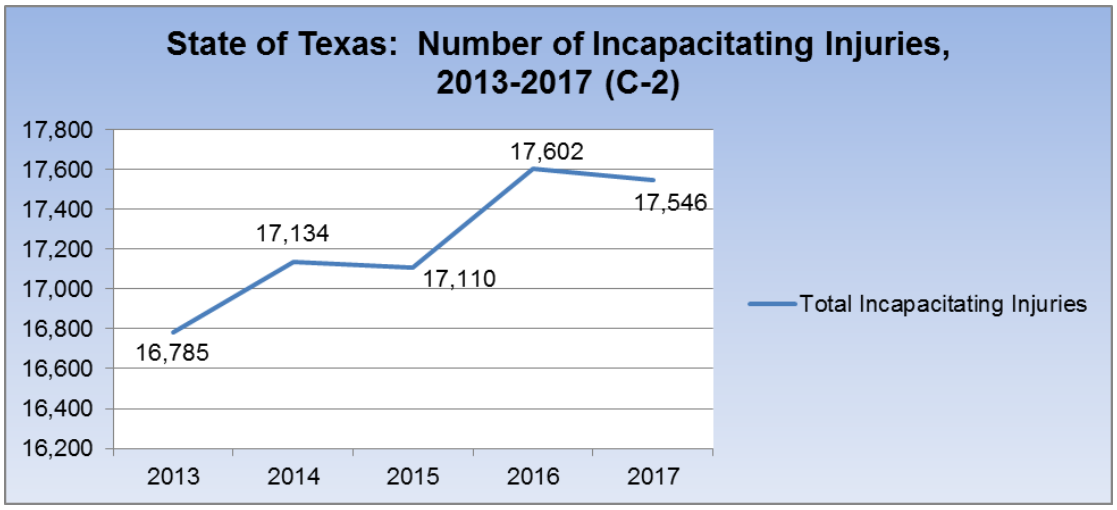
State of Texas, Fatalities by County, 2016 (FARS)



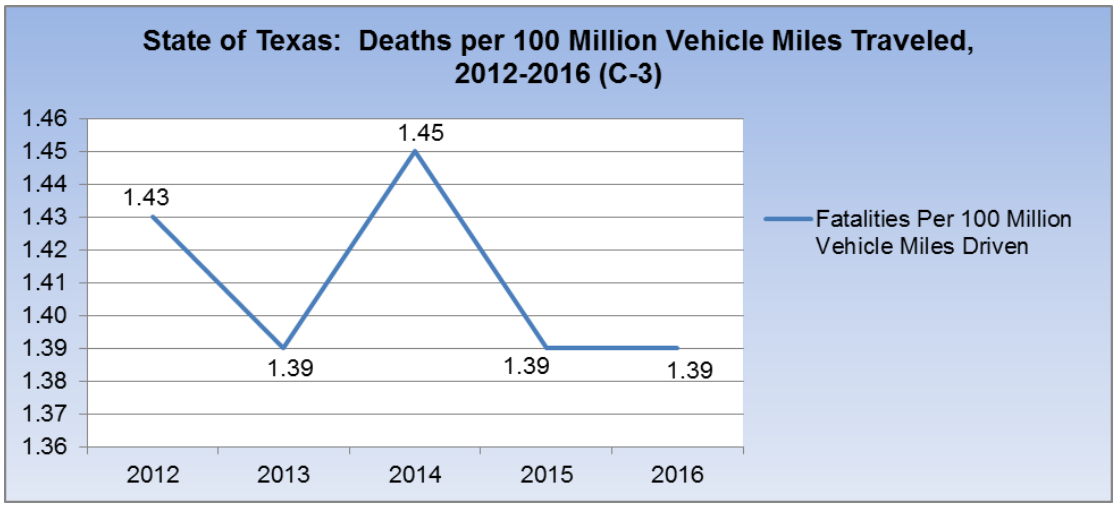
Source: Fatality Analysis Reporting System (FARS, May 16, 2018).

With the exception of the El Paso TxDOT District area, the majority of fatal crashes are concentrated north to south in the east and central portions of the State of Texas. This is also the location of the major metropolitan areas with the State. The State is seeing increases in fatalities in West Texas, and this increase is attributed to the oil and gas boom occurring in this part of the State. The State of Texas continues to see expansion in the rural areas of the state in population and vehicles due to the oil and gas boom as well as the related businesses that service the needs of that industry.

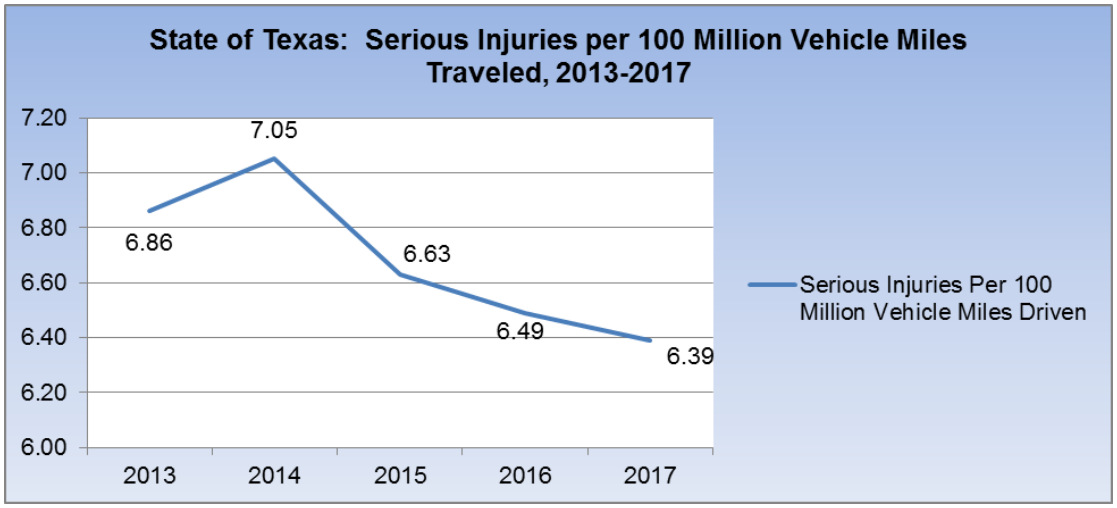
Texas has also seen an large increase in the number of reportable serious injuries from a low of 16,785 in 2013 to 17,546 reported in 2017, an increase of 4.5%. The number of serious injuries in 2017, however, marks a decrease of 56 from 2016.



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 April 20, 2018.

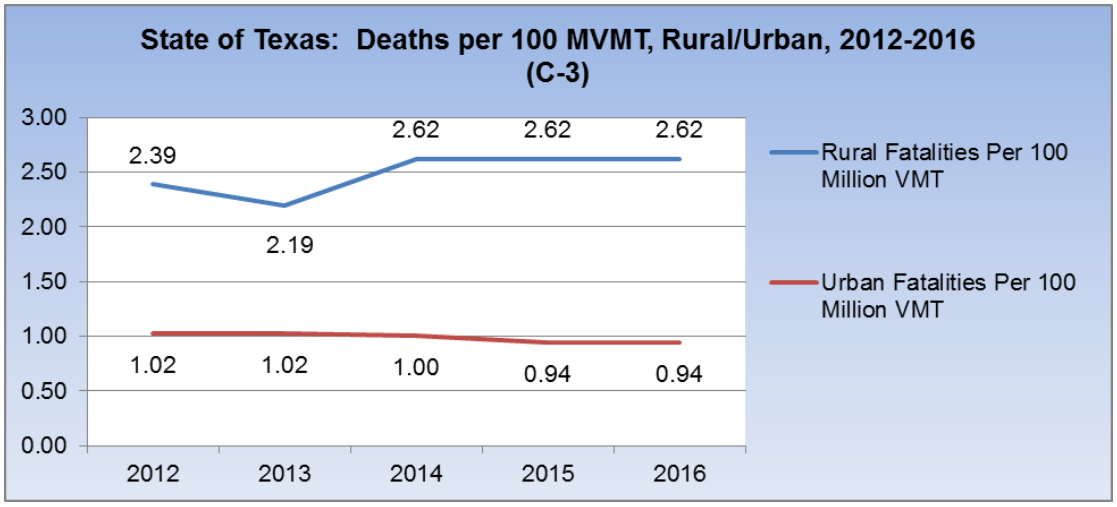


Source: Fatality Analysis Reporting System (FARS, April 20, 2018).



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 April 20, 2018.

In 2016, fatalities in traffic crashes in rural areas of the state accounted for 50.3% of the state's traffic fatalities (FARS). There were 1,899 fatalities in rural traffic crashes.



Source: Fatality Analysis Reporting System (FARS, April 20, 2018).

P&A Performance Measures and Target Setting TxDOT uses a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. The "R" Values are contained on the charts within each problem identification. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The short-term (2019) and long-term (2021) targets are consistent with the methodology used to establish State Highway Safety Plan (SHSP) targets, and therefore the short-term targets are identical to the Highway Safety Improvement Plan (HSIP) targets. TxDOT established its 2019 HSP performance targets based on data projections using the 2017-2022 SHSP which included 2011-2015 FARS data or 2012-2016 CRIS data. Also included was discussion of other relevant factors including the availability of funds, the State's improved economic conditions, oil and gas industry-related population

growth in the entire State, gas prices, increases in non-motorized modes of transportation, and expected increases in miles driven and speed. TxDOT uses a comprehensive review of general trends statewide, and then drills down to the county and local detail level to determine the best use of available resources.

The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

P&A Impacts of Proposed Strategies FARS data indicated an increase in fatalities in 2019 to 4,012 along with 3,532 fatal crashes. By 2021, Texas projects an increase to 4,222 fatalities resulting from 3,697 fatal crashes. The calculations for these projections and targets* are as follows:

C-1	2011	2012	2013	2014	2015	2016
Total Traffic Related Fatalities	3,054	3,408	3,389	3,536	3,516	3,776

Total Traffic Related Fatalities	2017	2018	2019	2020	2021	2022
M Value	105.2	105.2	105.2	105.2	105.2	105.2

X Value	7.00	8.00	9.00	10.00	11.00	12.00
B Value	3,065	3,065	3,065	3,065	3,065	3,065
Projection	3,801	3,907	4,012	4,117	4,222	4,327
Target	3,801	3,891	3,980	4,068	4,155	4,241

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

	2011	**2012**	**2013**	**2014**	**2015**	**2016**
Total Traffic Related Fatal Crashes	2,790	3,033	3,047	3,190	3,124	3,407

Total Traffic Related Fatal Crashes	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
M Value	82.5	82.5	82.5	82.5	82.5	82.5
X Value	7.00	8.00	9.00	10.00	11.00	12.00
B Value	2,789.3	2,789.3	2,789.3	2,789.3	2,789.3	2,789.3
Projection	3,367	3,449	3,532	3,614	3,697	3,779
Target	3,367	3,436	3,504	3,571	3,638	3,704

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report 18,516 serious injuries. By 2021, Texas can expect to report 19,141 serious injuries. The calculations for these projections and targets* are as follows:

C-2	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**

Total Serious Injuries	16,170	16,785	17,133	17,096	17,578	17,546

Total Serious Injuries	**2018**	**2019**	**2020**	**2021**	**2022**
M Value	312.7	312.7	312.7	312.7	312.7
X Value	7.00	8.00	9.00	10.0	11.0
B Value	16,014	16,014	16,014	16,014	16,014
Projection	18,203	18,516	18,828	19,141	19,454
Target	18,130	18,367	18,602	18,835	19,065

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using FARS data indicate that for 2019, the State of Texas can expect to report a Fatalities Per 100 Million Vehicle Miles Driven rate of 1.48. By 2021, Texas can expect to report a rate of 1.51. The calculations for these projections and targets* are as follows:

C-3	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**
Fatalities Per 100 Million Vehicle Miles Driven	1.29	1.43	1.39	1.45	1.36	1.39

Fatalities Per 100 Million Vehicle Miles Driven	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
M Value	0.016	0.016	0.016	0.016	0.016	0.016
X Value	7.00	8.00	9.00	10.00	11.00	12.00
B Value	1.336	1.336	1.336	1.336	1.336	1.336
Projection	1.45	1.46	1.48	1.50	1.51	1.53

Target	1.45	1.46	1.47	1.48	1.49	1.50

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using CRIS data indicate that for 2019, the State of Texas can expect to report a Serious Injuries Per 100 Million Vehicle Miles Driven rate of 6.60. By 2021, Texas can expect to report a Serious Injuries Per 100 Million Vehicle Miles Driven rate of 6.51. The calculations for these projections and targets* are as follows:

	2012	2013	2014	2015	2016	2017
Serious Injuries Per 100 Million Vehicle Miles Driven	6.80	6.86	7.05	6.62	6.71	6.39

Serious Injuries Per 100 Million Vehicle Miles Driven	2018	2019	2020	2021	2022
M Value	-0.042	-0.042	-0.042	-0.042	-0.042
X Value	7.00	8.00	9.00	10.00	11.00
B Value	6.934	6.934	6.934	6.934	6.934
Projection	6.64	6.60	6.56	6.51	6.47
Target	6.64	6.60	6.56	6.51	6.47

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

Trend projections using FARS data indicate that for 2019, the State of Texas can expect to report a rural Fatalities Per 100 Million VMT rate of 3.09, and an urban Fatalities Per 100 Million VMT rate of 0.92. By 2021, Texas can expect to report a rural Fatalities Per 100 Million VMT rate of 3.32 and an urban Fatalities Per 100 Million VMT rate of 0.90. The calculations for these projections and targets* are as follows:

C-3 (a)	2011	2012	2013	2014	2015	2016
Rural Fatalities Per 100 Million VMT	2.09	2.39	2.19	2.62	2.57	2.57

Rural Fatalities Per 100 Million VMT	2017	2018	2019	2020	2021	2022
M Value	0.119	0.119	0.119	0.119	0.119	0.119
X Value	7.00	8.00	9.00	10.00	11.00	12.00
B Value	2.015	2.015	2.015	2.015	2.015	2.015
Projection	2.85	2.97	3.09	3.21	3.32	3.44
Target	2.85	2.96	3.06	3.17	3.27	3.37

C-3 (b)	2011	2012	2013	2014	2015	2016
Urban Fatalities Per 100 Million VMT	0.95	1.02	1.02	1.00	0.91	0.91

Urban Fatalities Per 100 Million VMT	2017	2018	2019	2020	2021	2022
M Value	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
X Value	7.00	8.00	9.00	10.00	11.00	12.00
B Value	1.01	1.01	1.01	1.01	1.01	1.01
Projection	0.94	0.93	0.92	0.91	0.90	0.89
Target	0.94	0.93	0.92	0.91	0.90	0.89

*The M, X, and B values are based on the single year projections in the 2017-2022 SHSP.

P&A Performance Targets:

Target: Total number of traffic fatalities (C-1)

2019 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,791.0 fatalities in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	3,582	FARS
2016	3,776	ARF
2017	3,726	CRIS
2018	3,891	Target
2019	3,980	Target
2019 Target expressed as 5-year average		3,791.0

As noted in the table above, the calendar year target for 2019 would be 3,980 fatalities.

2021 Target: To decrease the expected rise of fatalities from the projected 4,012 in 2019 to not more than 4,155 fatalities in 2021

Target: Total Traffic Related Fatal Crashes

2019 Target: To decrease the expected rise of fatal crashes from 3,407 fatal crashes in 2016 to not more than 3,504 fatal crashes in 2019

2021 Target: To decrease the expected rise of fatal crashes from the projected 3,532 fatal crashes in 2019 to not more than 3,638 fatal crashes in 2021

Target: Total number of serious injuries (C-2)

2019 Target: To decrease the expected rise of serious injuries to not more than a five year average of 17,751.0 serious injuries in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	17,110	CRIS
2016	17,602	CRIS
2017	17,546	CRIS
2018	18,130	Target
2019	18,367	Target
2019 Target expressed as 5-year average		17,751.0

As noted in the table above, the calendar year target for 2019 would be 18,367 serious injuries.

2021 Target: To decrease the expected rise of serious injuries from the projected 18,516 serious injuries in 2019 to not more than 18,835 serious injuries in 2021

Target: Fatalities per 100 million vehicle miles traveled (C-3)

2019 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five year average of 1.414 fatalities per 100 MVMT in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source

2015	1.39	FARS
2016	1.39	ARF
2017	1.36	CRIS
2018	1.46	Target
2019	1.47	Target
2019 Target expressed as 5-year average	1.414	

As noted in the table above, the calendar year target for 2019 would be 1.47 fatalities per 100 MVMT.

2021 Target: To decrease the expected rise of fatalities per 100 MVMT from the projected 1.48 fatalities per 100 MVMT in 2019 to not more than 1.49 fatalities per 100 MVMT in 2021

Target: Serious Injuries per 100 million vehicle miles traveled

2019 Target: To decrease the serious injuries per 100 MVMT to not more than a five year average of 6.550 serious injuries per 100 MVMT in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	6.63	CRIS
2016	6.49	CRIS
2017	6.39	CRIS
2018	6.64	Target

2019	6.60	Target
2019 Target expressed as 5-year average	6.550	

As noted in the table above, the calendar year target for 2019 would be 6.60 serious injuries per 100 MVMT.

2021 Target: To decrease the rate of serious injuries per 100 MVMT from 6.60 serious injuries per 100 MVMT in 2019 to 6.51 serious injuries per 100 MVMT in 2021

Target: Fatalities per 100 million vehicle miles traveled, rural (C-3a)

2019 Target: To decrease the expected rise of the rate of rural fatalities per 100 MVMT from 2.57 rural fatalities per 100 MVMT in 2016 to not more than 3.06 rural fatalities per 100 MVMT in 2019

2021 Target: To decrease the expected rise of rural fatalities per 100 MVMT from the projected 3.09 rural fatalities per 100 MVMT in 2019 to not more than 3.27 rural fatalities per 100 MVMT in 2021

Target: Fatalities per 100 million vehicle miles traveled, urban (C-3b)

2019 Target: To decrease the expected rise of urban fatalities per 100 MVMT from 0.91 urban fatalities per 100 MVMT in 2016 to not more than 0.92 urban fatalities per 100 MVMT in 2019

2021 Target: To decrease urban fatalities per 100 MVMT from a projected 0.92 urban fatalities per 100 MVMT in 2019 to not more than 0.90 urban fatalities per 100 MVMT in 2021

[1] Texas Motor Vehicle Traffic Crash Highlights Calendar Year 2016. Retrieved from: http://ftp.dot.state.tx.us/pub/txdot-info/trf/crash_statistics/2016/01.pdf

[2] CRIS April 20, 2017

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
66104	2019-TxDOT-G-1YG-0001	
66659	2019-TxDOT-G-1YG-0082	
69869	2019-TxDOT-G-1YG-0245	

69871	2019-TxDOT-G-1YG-0247
66577	2019-TTI-G-1YG-0025

5.14.1 Planned Activity: 2019-TxDOT-G-1YG-0001

Planned activity name	2019-TxDOT-G-1YG-0001
Planned activity number	66104
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the

State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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"

Enter intended subrecipients.

TxDOT - Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$75,000.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.14.2 Planned Activity: 2019-TxDOT-G-1YG-0082

Planned activity name	2019-TxDOT-G-1YG-0082
Planned activity number	66659
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

TxDOT - Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$80,424.00	$0.00	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.14.3 Planned Activity: 2019-TxDOT-G-1YG-0245

Planned activity name	2019-TxDOT-G-1YG-0245
Planned activity number	69869
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

TRF-TS Program Operations : Conduct and manage the TexasTrafficSafetyProgram in order to identify traffic safety problem areas & implement programs to reduce the number& severity of traffic related crahses, injuries, fatalities.

Enter intended subrecipients.

TxDOT - Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	Other	Planning and Administration (FAST)	$4,044,519.00	$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.14.4 Planned Activity: 2019-TxDOT-G-1YG-0247

Planned activity name	2019-TxDOT-G-1YG-0247
Planned activity number	69871
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

TxDOT - Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	Other	Planning and Administration (FAST)	$55,000.00	$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.14.5 Planned Activity: 2019-TTI-G-1YG-0025

Planned activity name	2019-TTI-G-1YG-0025
Planned activity number	66577
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

2019 Statewide Traffic Safety Conference : TTI will plan and conduct an eleventh Statewide Traffic Safety Conference. This project provides support for planning, implementing and reporting on that conference.

Enter intended subrecipients.

Texas A&M Transportation Institute

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$61,648.77	$30,000.01	$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
00001	2019-STEP-Comprehensive	Police Traffic Services Enforcement
00002	2019-STEP-CMV	Police Traffic Services Enforcement
67090	2019-BexarCoD-G-1YG-0111	Impaired Driving Enforcement
67109	2019-HarrisDA-G-1YG-0118	Impaired Driving Enforcement
67114	2019-MCDAO-G-1YG-0121	Impaired Driving Enforcement
66652	2019-TABC-G-1YG-0080	Impaired Driving Enforcement
67684	2019-TarrantC-G-1YG-0182	Impaired Driving Enforcement
66543	2019-TDPS-G-1YG-0003	Impaired Driving Enforcement
70576	2019-TxDOT-G-1YG-0256	Impaired Driving Enforcement
70575	2019-TxDOT-G-1YG-0255	Occupant Protection Enforcement

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Jurisdiction	DWI-KA	OP-KA	SP-KA	ITC-KA	CMV-KA	Total-KA
HOUSTON	170	167	73	534	41	1316
DALLAS	174	161	145	413	30	1015
SAN ANTONIO	139	91	93	381	25	939
RURAL HARRIS COUNTY	132	119	74	222	18	659
FORT WORTH	63	63	39	262	34	629
AUSTIN	91	41	41	234	13	530
EL PASO	50	19	12	106	9	253
ARLINGTON	42	32	23	89	7	225
RURAL MONTGOMERY COUNTY	60	40	45	63	10	225

RURAL TRAVIS COUNTY	29	20	27	53	6	160
CORPUS CHRISTI	26	19	12	46	4	146
AMARILLO	17	13	8	65	4	132
GARLAND	16	15	12	61	5	131
RURAL BEXAR COUNTY	19	13	17	58	9	129
PLANO	21	14	12	61	5	128
BEAUMONT	10	8	4	45	7	112
RURAL SMITH COUNTY	18	20	26	20	11	107
RURAL HIDALGO COUNTY	35	31	27	38	3	104
WACO	21	12	9	55	5	102
GRAND PRAIRIE	20	22	13	44	5	100
RURAL FORT BEND COUNTY	17	9	6	43	4	99
RURAL BRAZORIA COUNTY	26	24	20	21	3	98
PASADENA	15	11	6	52	3	97
LAREDO	15	19	1	38	7	96
LUBBOCK	22	22	13	41	2	92
KILLEEN	12	12	11	46	1	88
RURAL WILLIAMSON COUNTY	24	18	14	31	7	88
BROWNSVILLE	10	11	5	35	2	86
DENTON	18	14	9	35	6	85
IRVING	22	15	16	29	3	84

RURAL BASTROP COUNTY	18	12	11	23	6	83
RURAL ECTOR COUNTY	22	24	11	34	13	80
MESQUITE	13	17	14	29	6	80
ABILENE	11	8	4	35	2	76
BAYTOWN	10	11	4	31	2	74
RURAL JOHNSON COUNTY	18	15	18	17	4	72
TYLER	7	6	5	34	3	66
RURAL KAUFMAN COUNTY	10	13	13	14	4	65
MIDLAND	15	13	9	30	3	64
LEWISVILLE	12	7	9	24	3	62
RURAL MCLENNAN COUNTY	13	9	18	15	7	60
RICHARDSON	9	8	3	25	1	59
RURAL HARRISON COUNTY	18	11	16	8	7	57
BRYAN	9	8	4	26	2	57
ODESSA	13	9	3	26	2	57
WAXAHACHIE	7	8	5	19	4	57
CONROE	9	8	3	23	3	56
MCALLEN	9	8	3	30	1	56
RURAL HAYS COUNTY	13	7	19	15	3	55
RURAL VAN ZANDT COUNTY	11	13	15	12	5	54
COLLEGE STATION	11	7	3	31	2	54

NEW BRAUNFELS	6	6	8	19	6	53
SAN MARCOS	11	6	5	20	3	52
RURAL BOWIE COUNTY	13	13	6	12	7	52
RURAL HUNT COUNTY	12	15	8	9	5	52
RURAL POLK COUNTY	11	12	10	11	6	50
RURAL COMAL COUNTY	8	5	13	12	2	50
RURAL MIDLAND COUNTY	13	12	10	18	17	50
RURAL ELLIS COUNTY	13	12	16	5	3	46
RURAL GRAYSON COUNTY	16	11	15	8	3	46
CARROLLTON	11	6	5	17	2	45
MCKINNEY	7	4	3	20	1	44
RURAL RUSK COUNTY	8	10	13	8	5	44
ROUND ROCK	7	4	4	16	1	44
RURAL BELL COUNTY	7	7	15	12	2	44
RURAL COLLIN COUNTY	9	7	9	11	2	44
RURAL LIBERTY COUNTY	9	12	6	12	4	43
RURAL VICTORIA COUNTY	8	8	7	10	4	43
RURAL GUADALUPE COUNTY	9	9	11	12	6	43
LONGVIEW	10	9	10	18	2	42
PORT ARTHUR	5	5	1	14	1	42
RURAL CHAMBERS COUNTY	11	11	4	7	8	42

RURAL PARKER COUNTY	7	8	12	8	3	42
RURAL WISE COUNTY	13	9	7	9	6	41
GALVESTON	7	9	3	19	0	41
RURAL BURNET COUNTY	11	7	15	6	2	40
SAN ANGELO	6	7	5	21	1	40
HURST	3	2	3	18	1	39
RURAL LUBBOCK COUNTY	15	9	6	13	5	39
TEMPLE	4	5	4	18	3	39
TEXAS CITY	7	4	2	16	1	39
RURAL NACOGDOCHES COUNTY	11	9	11	6	4	39
RURAL EL PASO COUNTY	12	7	3	11	5	38
RURAL KERR COUNTY	10	6	13	3	3	38
EDINBURG	5	5	1	19	2	38
RURAL SAN JACINTO COUNTY	13	10	10	7	2	38
RURAL CAMERON COUNTY	12	10	9	11	2	37
RURAL GREGG COUNTY	9	6	8	9	3	37
RURAL KARNES COUNTY	1	3	2	17	5	37
RURAL ERATH COUNTY	6	10	10	7	5	36
RURAL WOOD COUNTY	6	5	12	8	1	35
RURAL WALLER COUNTY	8	7	7	9	5	35
HARLINGEN	7	4	5	18	0	35

RURAL GRIMES COUNTY	9	9	6	8	3	34
RURAL HARDIN COUNTY	7	6	8	7	5	34
RURAL MATAGORDA COUNTY	10	13	9	9	2	34
VICTORIA	7	5	4	14	1	34
WICHITA FALLS	6	5	4	13	0	33
RURAL ANGELINA COUNTY	7	7	9	7	4	32
RURAL CORYELL COUNTY	6	6	9	8	2	32

Enter explanation of the deployment of resources based on the analysis performed.

Using a three-year rolling weighted average of KA crashes by jurisdiction, TxDOT assigns maximum enforcement budget amounts to each jurisdiction in the state in advance of opening the non-competitive STEP RFP process. In determining the maximum budget amounts, KA crashes involving DWI are weighted heaviest, followed by OP, ITC and SP. Once the analysis is complete, TxDOT identifies the “Top 100 Most Wanted” jurisdictions by total KA crash activity (chart above) and encourages its Traffic Safety Specialists to solicit the participation of the Top 100 agencies. Should TxDOT be unable to fund all agencies wishing to participate, priority will be given to the Top 100 agencies, and then to agencies in descending order as they appear on the table above until the funds are exhausted.

A similar process is followed for grants involving CMV enforcement.

Any jurisdiction marked “Rural” indicates the jurisdiction of county-level enforcement agencies such as Sheriffs, Constables and the State Police, and budget amounts for those jurisdictions are be divided between the agencies wishing to participate in STEP enforcement projects.

Agencies that qualify for $12,000 or less can be approved for up to $12,000 as an incentive to participate in STEP.

Additionally, some agencies that were participating prior to FY 2018 when the data-driven budgeting began were receiving more funding than what they qualified for under the new data-driven formula. In this case, those agencies had their previous year’s allocation reduced by 10%, and those reductions will continue until those agencies are receiving amounts supported by the data.

Agencies develop their Operational Plans using crash heat maps provided by the Texas Department of Public Safety’s Highway Safety Operations Center. Agencies may identify any area within their jurisdiction that has at least one KA crash indicated in the previous three years. Agencies are encouraged to strike their own balance between the number of enforcement zones and the number of enforcement hours available to them under the grant to maximize the impact of the enforcement.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway

Safety Plan (HSP).

The KA crash numbers provided in the table above are used for developing budgets as described, but are also used as a benchmark for crash activity in the coming grant year. If agencies show an overall reduction in actual KA crash activity or “break even” when compared with the benchmark, the project will be considered effective. Agencies seeing increases in the actual vs. the benchmark will be asked to provide a narrative assessment of why crashes continued to increase. This could be attributable to increasing population, for example.

Agencies may add or remove enforcement zones from their grant with approval from TxDOT, but changing the number or boundaries of zones is generally discouraged. Any changes would be based on crash data alone.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Police Traffic Services Enforcement
Occupant Protection Enforcement
Impaired Driving Enforcement

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
70576	2019-TxDOT-G-1YG-0256	Impaired Driving Enforcement
70575	2019-TxDOT-G-1YG-0255	Occupant Protection Enforcement

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: High seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will

implement to address those problems.

Program Area
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency
Webb County Constable, Pct. 1
Webb County Constable, Pct. 2
Laredo Police Department
Silsbee Police Department
Liberty Police Department
Ellis County Sheriff's Office
Waxahachie Police Department
Alvin Police Department
Baytown Police Department
Brookshire Police Department
Fort Bend County Constable, Pct. 2
Fort Bend County Constable, Pct. 3
Hedwig Village Police Department
Hempstead Police Department
Houston Police Department
Jacinto City Police Department
Missouri City Police Department
Montgomery County Constable, Pct. 3
Montgomery County Constable, Pct. 5
Montgomery County Sheriff's Office
Montgomery Police Department
Pasadena Police Department
San Jacinto County Sheriff’s Office
Seabrook Police Department

Sugarland Police Department

Waller Police Department

Harris County Constable, Pct. 4

Harris County Constable, Pct. 7

Early Police Department

Ranger Police Department

Brown County Sheriff's Office

Stephens County Sheriff's Office

McCullough County Sheriff's Office

Abilene Police Department

Snyder Police Department

Anson Police Department

Austin Police Department

Travis County Sheriff's Office

Hays County Sheriff's Office

Lubbock Police Department

Groveton Police Department

El Paso County Sheriff's Office

Hopkins County Sheriff's Office

Paris Police Department

Dallas Police Department

Garland Police Department

Mesquite Police Department

Carrollton Police Department

Lewisville Police Department

Pharr Police Department

Harlingen Police Department

Corpus Christi Police Department

Wichita Falls Police Department

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

The TRF-TS participates in and requires participation from our funded law enforcement partners in the national Click It or Ticket mobilization. The state coordinates and conducts yearly mobilizations consisting of increased safety belt enforcement and earned media activities. The TRF-TS will have statewide law enforcement and media coverage during these national mobilizations. Agencies that are granted funding for Selective Traffic Enforcement Programs (STEP) are required to participate in the mobilizations as part of their yearlong or mobilization funding.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Occupant Protection Training
Motorcycle Public Information Campaigns

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
66583	2019-TTI-G-1YG-0031	Occupant Protection Training
67311	2019-IADLEST-G-1YG-0163	Police Traffic Services Training
66547	2019-TMPA-G-1YG-0007	Police Traffic Services Training

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 186

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban	105
Populations served - rural	75
Populations served - at risk	78

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Occupant Protection Training
Motorcycle Public Information Campaigns

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
66583	2019-TTI-G-1YG-0031	Occupant Protection Training
67311	2019-IADLEST-G-1YG-0163	Police Traffic Services Training
66547	2019-TMPA-G-1YG-0007	Police Traffic Services Training

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes	37
Estimated total number of technicians	389

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

5/15/2018

3/27/2018

1/23/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Michael Chacon

Title of State's Traffic Records Coordinator: Director, TxDOT Traffic Operations Division

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

Representation

Representing roadway and Governor's Highway Safety Representative is Michael Chacon, Division Director of the Traffic Operations Division of TxDOT. The TRCC designated and appointed Mr. Chacon as the Traffic Records Coordinator.

- Michael Chacon, P.E., Director, Traffic Operations Division

Michael.Chacon@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 Mr. James Hollis. Mr. Hollis is the Director of the Crash Data and Analysis Section within the Traffic Operations Division of TxDOT. He oversees the development, implementation, and maintenance of CRIS and the training and support of law enforcement using CRIS. He is responsible for the integrity, accuracy, analysis, and dissemination of crash data.

- James Hollis, Director, Crash Data and Analysis Section, Traffic Operations Division

James.Hollis@txdot.gov

Texas Department of Transportation

125 East 11th Street

Austin, TX 78701

(512) 416-3168

Representing Geographical Roadway Inventory Data (GRID) and associated roadway systems that capture the roadway assets for Texas, is David Freidenfeld. Mr. Freidenfeld is the Roadway Records Branch Supervisor within the Transportation Planning and Programming Division of TxDOT. He oversees the development, implementation and maintenance of the GRID and other associated roadway asset systems and is part of the TxDOT Safety Data Collections and Analysis group within TxDOT.

- David Freidenfeld, Roadway Records Branch Supervisor

David.Freidenfeld@txdot.gov

Transportation Planning and Programming Division

Texas Department of Transportation

125 East 11th Street

Austin, TX 78701

(512) 416-3137

Representing driver licensing and driver history is Angie Suarez. She works in the Enforcement and Compliance Service and is responsible for overseeing the Conviction Reporting office where all convictions and enforcement actions are applied to the driver record. These include accident data and crash suspension related enforcement actions.

- Angie Suarez, Assistant Manager, Enforcement & Compliance Services,

  Driver License Division

  Angie.Suarez@dps.texas.gov

Texas Department of Public Safety

5805 North Lamar Boulevard

Austin, TX 78752

(512) 424-5793

Representing the Department of State Health Services' Injury Epidemiology & Surveillance Branch, which houses the EMS & Trauma Registries (MAVEN), is Dan Dao, MPH. Dan 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. Dan 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.

- Dan Dao, MPH, Branch Manager

Dan.Dao@dshs.gov

Injury Epidemiology & Surveillance Branch

Texas Department of State Health Services

1100 West 49th Street

Austin, TX 78714

(512) 776-3575

Representing the Office of Court Administration is Thomas Sullivan. Mr. Sullivan is the Project Manager responsible for managing the statewide eCitation Project.

- Thomas Sullivan, Project Manager

  Thomas.Sullivan@txcourts.gov

  Information Services

  Office of Court Administration

  205 W. 14th St

  Austin, TX 78701

  (512) 936-2632

Representing State Law Enforcement is Capt. Jeremy Sherrod. He is a captain with the Texas Highway Patrol Division of the Texas DPS. Captain Sherrod provides insight on enforcement citation issues, as well as the needs of the law enforcement officers who collect citation and crash data.

- Capt. Jeremy Sherrod, Texas Highway Patrol Division

Jeremy.Sherrod@dps.texas.gov

Texas Department of Public Safety

5805 North Lamar Boulevard

Austin, TX 78752

(512) 424-2099

Representing the Department of Motor Vehicles, which oversees vehicle titling and registration, and motor carriers, is Deputy Director of the Vehicle Titles and Registration Division, Tim Thompson.

- Tim Thompson, Deputy Director

Tim.Thompson@txdmv.gov

Vehicle Titles and Registration Division

Texas Department of Motor Vehicles

4000 Jackson Ave.,

Austin, TX, 78731

(512) 465-4023

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.

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded
2018 Update to TSIS Strategic Plan + Addendum signed approved.pdf

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

Texas TRCC Review of Assessment Findings and Recommendations

Texas underwent a traffic records assessment from January to May 2018. The assessment is required by the National Highway Traffic Safety Administration (NHTSA) and must be completed every five years in order for states to qualify for Section 405c funding. A technical expert team appointed by NHTSA examines the State's traffic records data systems. As part of the assessment process, the following data systems are examined:

- Crash Records
- Vehicle Records
- Driver Records
- Roadway Records
- Citation and Adjudication Records

- Injury Surveillance Records

The assessment team also examined the issues of data use and integration, strategic planning, and management of the State's Texas records Coordinating Committee (TRCC).

During the assessment, representatives from the State of Texas provided responses to 391 questions regarding the state's traffic records system. The 391 questions are derived from the "ideal" traffic records system described in NHTSA's *Traffic Records Program Assessment Advisory.* The ideal traffic records system described in the advisory is an ambitious vision created by subject matter experts from around the country that describe the contents, capabilities, and data quality of an effective traffic records system.

The responses to the 391 questions allow the technical assessment team to compare the State's traffic records system to the ideal system described by NHTSA. After reviewing Texas' responses, the assessors assigned a rating of "Meets", "Partially Meets, or "Doesn't Meet" to each response. In addition to the ratings, the assessment team also develops a list of recommendations and considerations for improving the state's traffic records system and management of the TRCC, strategic planning, and data use and integration issues. The results from the assessment allow states to identify areas for improvement and provide a measuring stick for improvement when the assessment is performed again in five years.

The results from the Texas Traffic Records Assessment were presented to the Texas TRCC on May 15th, 2018 in Austin. The presentation covered the assessment process and discussed the recommendations developed by the assessors. Following the presentation, the TRCC Coordinator and researchers from the Texas A&M Transportation Institute (TTI) worked with the TRCC members to develop responses to each recommendation. The responses are high-level and broad due to the short turnaround time between Texas receiving the assessment recommendations and the need to submit responses for the FY19 Highway Safety Plan. However, TTI has been tasked with incorporating the results from the traffic records assessment into the TRCC's Traffic Safety Information System (TSIS) Strategic Plan in FY19, which will include more detailed action plans responding to the traffic records assessment recommendations.

Below is a summary of the findings, the assessment recommendations, and the Texas TRCC's response to each recommendation.

Assessment Ratings

Overall, 62.7% of the questions asked to Texas stakeholders were rated as "Meets," which is near the national average of 64.6%. Vehicle, Driver, and Injury Surveillance scored above the national average for their respective databases. TRCC management and Strategic Planning scored well below their national average which presents an opportunity for significant improvement. Table 1 below illustrates the number of questions each section was responsible for responding to, the assessor's average rating, and the national average rating for comparison. The TRCC has funded TTI for FY19 to provide technical assistance to address many of the questions rated "Does Not Meet" in those areas.

Table 1. Traffic Records Program Assessment Ratings

NHTSA Assessment Ratings of TX's Traffic Records Systems

	Number of Questions	TX Rating	56-State* Average Rating
Overall	391	62.7%	64.6%
Crash	44	64.6%	72.2%
Vehicle	39	72.4%	64.5%
Driver	45	67.5%	65.7%
Roadway	38	61.7%	61.9%
Citation/Adjudication	54	50.3%	61.2%
Injury Surveillance	123	64.5%	59.9%
TRCC Management	19	64.77%	82.2%
Strategic Planning	16	55.6%	78.0%
Data Use and Integration	13	48.5%	60.0%

*All 50 US states, District of Columbia, and US Territories

Strategic Planning Recommendation

Unlike many state TRCCs, Texas does not have a full time TRCC coordinator nor does Texas have separate TRCC Executive and Technical committees. Additionally, the Texas TRCC TSIS does not follow NHTSA's *Traffic Records Program Assessment Advisory* format or questions.

Recommendation: Strengthen the TRCC's abilities for strategic planning to reflect best practices identified in the Traffic Records Program Assessment Advisory.

TRCC Response: The TRCC has funded TTI to provide technical assistance to the TRCC in FY19. One of the first tasks TTI will perform is an overhaul of the TSIS to bring it in line with the NHTSA assessment. The updated TSIS will provide clear guidance to the goals and objectives of the TRCC.

Crash Data Recommendation

Crash data are overseen by the Texas Department of Transportation (TxDOT) and is collected and stored in the Crash Records Information System (CRIS). 93% of crash reports are submitted electronically to TxDOT – 64% through the Crash Reporting and Analysis for Safer Highways (CRASH) web interface and 29% through submission services.

Recommendation: Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Assessment.

TRCC Response: While there is a long term desire to improve the interfaces between traffic records databases, no linkage efforts are currently planned due to prioritization of other needs. The TRCC funded a Traffic Records Linkage Feasibility Study in FY17 that identified many potential interface linkages. For example, linking crash data with citation and roadway data were identified as two potential linkages that could reduce time entering information, such as the citation information on the CR-3 crash report, and improve data quality such as linking crash data with the corresponding road segment in the roadway data.

Recommendation: Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records program advisory.

TRCC Response: The TRCC has funded TTI to provide technical assistance to the TRCC in FY19. One of TTI's tasks will be to assist each TRCC member agency to establish timeliness, accuracy, completeness, uniformity, integration, numeric, and accessibility performance measures for their respective databases.

Vehicle Data Recommendation

The Texas Department of Motor Vehicles (TxDMV) has custodial responsibility for the State's vehicle data system that maintains all vehicle title and registration records in the Registration and Title System (RTS). Critical information related to ownership and identification of the State's vehicles (e.g., vehicle make, model, year of manufacture, body type, and title brands) is stored in RTS.

Recommendation: Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Assessment.

TRCC Response: While there is a long term desire to improve the interfaces between traffic records databases, no linkage efforts are currently planned due to prioritization of other needs. The TRCC funded a Traffic Records Linkage Feasibility Study in FY17 that identified many potential interface linkages. For example, linking vehicle data with driver was identified as a potentially beneficial linkages. Many states link registered owner information to the driver database. This allows the registered owner information to be quickly auto-populated and improves accuracy.

Recommendation: Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records program advisory.

TRCC Response: The TRCC has funded TTI to provide technical assistance to the TRCC in FY19. One of TTI's tasks will be to assist each TRCC member agency to establish timeliness, accuracy, completeness, uniformity, integration, numeric, and accessibility performance

measures for their respective databases.

Driver Data Recommendation

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

Recommendation: Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Assessment.

TRCC Response: While there is a long term desire to improve the interfaces between traffic records databases, no linkage efforts are currently planned due to prioritization of other needs. The TRCC funded a Traffic Records Linkage Feasibility Study in FY17 that identified many potential interface linkages. For example, linking vehicle data with driver was identified as a potentially beneficial linkages. Many states link driver license information to the vehicle database which allows law enforcement to more quickly identify drivers with warrants or suspended licenses when running a vehicle's license plate number.

Recommendation: Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records program advisory.

TRCC Response: The TRCC has funded TTI to provide technical assistance to the TRCC in FY19. One of TTI's tasks will be to assist each TRCC member agency to establish timeliness, accuracy, completeness, uniformity, integration, numeric, and accessibility performance measures for their respective databases.

Roadway Data Recommendation

The Texas Department of Transportation (TxDOT) is the agency responsible for collecting and maintaining the roadway information system for the State. According to Highway Statistics 2016 (Federal Highway Administration), TxDOT maintains 80,484 miles of state-owned highways and ramps. This mileage represents roughly 26% of the 313,656 miles of road in Texas. Roadway and traffic data elements are maintained within a statewide linear referencing system (LRS). Through this LRS, TxDOT maintains data on all 313,656 miles of public road and enables linkages between road, traffic data, bridge, and pavement condition databases to develop their GRID roadway inventory system.

Recommendation: Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

TRCC Response: During the remainder of 2018, TxDOT plans on creating a comprehensive data dictionary with an indication of which elements in TxDOT's inventory are Model Inventory of Roadway Elements (MIRE) elements.

Recommendation: Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records program advisory.

TRCC Response: The TRCC has funded TTI to provide technical assistance to the TRCC in FY19. One of TTI's tasks will be to assist each TRCC member agency to establish timeliness, accuracy, completeness, uniformity, integration, numeric, and accessibility performance measures for their respective databases.

Citation and Adjudication Data Recommendation

The State of Texas faces some challenges in management of citation and adjudication processes due to the size and number of agencies involved, as well as the lack of a unified State court system. Numerous local courts that process traffic violations are autonomous and a number of different case management systems are in use. Additionally, hundreds of law enforcement agencies contribute the data that is collected on citations. Addressing data integrity in a State with so many autonomous inputs is difficult at best. The Office of Court Administration, with the assistance of TRCC funding, was pursuing a statewide citation repository. However, these plans were halted due to concerns about long-term funding.

Recommendation: Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

TRCC Response: Many of the applicable guidelines discussed in the Traffic Records Program Assessment Advisory related to a statewide citation system which Texas does not have.

Recommendation: Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

TRCC Response: Texas does not have a unified court system. Consequently citation data is collected by each individual law enforcement agency and court system using multiple different vendors and systems. As a result, there is no statewide data dictionary or data dictionary standards.

Recommendation: Improve the interfaces with the Citation and Adjudication data system to reflect best practices identified in the Traffic Records Assessment.

TRCC Response: While there is a long term desire to improve the interfaces between traffic records databases, no linkage efforts are currently planned due to prioritization of other needs. The TRCC funded a Traffic Records Linkage Feasibility Study in FY17 that identified many potential interface linkages. For example, improving the linking of citation and driver data could improve the accuracy of the driver history record.

Recommendation: Improve the data quality control program for the Citation and Adjudication data system to reflect best practices identified in the Traffic Records program advisory.

TRCC Response: The TRCC has funded TTI to provide technical assistance to the TRCC in FY19.

One of TTI's tasks will be to assist each TRCC member agency to establish timeliness,

accuracy, completeness, uniformity, integration, numeric, and accessibility performance measures for their respective databases.

Injury Surveillance Data Recommendation

The Texas Department of State Health Services (DSHS) oversees the Texas injury surveillance data system. There are privacy barriers related to examining and linking health records with crash and other traffic safety data. However, when possible, Texas has been working to make injury surveillance data available for analysis and has a current project to link crash and injury surveillance data.

Recommendation: Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Assessment.

TRCC Response: While there is a long term desire to improve the interfaces between traffic records databases, no linkage efforts are currently planned due to prioritization of other needs. The TRCC funded a Traffic Records Linkage Feasibility Study in FY17 that identified many potential interface linkages. For example, linking vehicle data with driver was identified as a potentially beneficial linkages. Texas currently links crash and injury surveillance data for research purposes. An interface between the two would improve the accuracy of the links, but will be difficult due to privacy concerns.

Recommendation: Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records program advisory.

TRCC Response: The TRCC has funded TTI to provide technical assistance to the TRCC in FY19. One of TTI's tasks will be to assist each TRCC member agency to establish timeliness, accuracy, completeness, uniformity, integration, numeric, and accessibility performance measures for their respective databases.

Data Use and Integration Recommendation

The ability to establish direct record linkage from one dataset to the associated record in another independent dataset is a challenge that all states find when attempting to establish traffic records data systems integration initiatives. Texas has demonstrated a culture of cooperation in their ability to grant access to specific agency data to other agencies and users. Sharing data among agencies is an essential prerequisite in eventual integration across multiple data custodians.

Recommendation: Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

TRCC Response: The TRCC has funded TTI to provide technical assistance to the TRCC in FY19. One of the first tasks TTI will perform is an overhaul of the TSIS to bring it in line with the NHTSA assessment. Part of the TSIS will be dedicated to long term goals, such as increasing data use and integration among the TRCC member agencies.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

NHTSA STRAP Recommendations Being Addressed in FY19

Summary

NHSTA conducted the Strategic Traffic Records Assessment Program (STRAP) for Texas in the spring of 2018 and issued 16 recommendations. The Texas TRCC will be addressing 8 of the recommendations in FY19 while 8 will not be addressed.

STRAP Recommendations Being Addressed in FY19

The Texas TRCC will addressing the TRCC Strategic Planning recommendation to "Strengthen the TRCC's abilities for strategic planning to reflect best practices identified in the Traffic Records Program Assessment Advisory" by funding the Texas A&M Transportation Institute (TTI) to provide technical assistance to the TRCC, including updating the TRCC's strategic plan to address the STRAP results.

In addition, all six core traffic record databases (crash, vehicle, driver, roadway, citation and adjudication, and injury surveillance) received the recommendation to "Improve the data quality control program for the (core traffic records) data system to reflect best practices identified in the Traffic Records program advisory." TTI will be providing technical assistance to the TRCC members to establish timeliness, accuracy, completeness, uniformity, integration, numeric, and accessibility performance measures for their respective databases.

Finally, roadway received the recommendation to "Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory" which they have begun to address and will complete updating their data dictionary in FY19.

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
67221	2019-TDPS-G-1YG-0136	Traffic Records Evaluation
67681	2019-TDSHS-IS-G-1YG-0181	Traffic Records Evaluation
67194	2019-TMPA-G-1YG-0133	Traffic Records Evaluation
67234	2019-TMPA-G-1YG-0142	Traffic Records Evaluation
66681	2019-TTI-G-1YG-0094	Traffic Records Evaluation
69870	2019-CRIS-G-1YG-0246	Traffic Records Program Management
69874	2019-CRIS-G-1YG-0248	Traffic Records Program Management
67307	2019-IADLEST-G-1YG-0159	Traffic RecordsTraining

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

STRAP Recommendations Not Being Addressed in FY19

Five of the core traffic record databases (crash, vehicle, driver, citation and adjudication, and injury surveillance) received the recommendation to "Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Assessment." Additionally, the TRCC received the recommendation to "Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory." While there is a long term desire to improve

the interfaces and integration between the core traffic records databases, no linkage efforts are currently planned due to prioritization of other needs.

Additionally, citation and adjudication received the following recommendation to “Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory” and to “Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.” Since Texas does not have a statewide citation database, the TRCC will be unable to pursue these recommendations in FY19.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated.

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

- Date: April 1, 2016 – March 31, 2017 Baseline Value for Measure: 91.34%

- Date: April 1, 2017 - March 31, 2018 Current Value for Measure: 94.78%

A. **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, 2014 – March 31, 2015	April 1, 2015 – March 31, 2015	April 1, 2016 – March 31, 2017	April 1, 2017 – March 31, 2018
Number of crash reports submitted	528,181	567,601	610,586	628,634
Average number of days between date of crash and availability in warehouse	19.80	15.59	20.73	11.08
Number of crash records available for reporting within 30 days of the date of crash	463,105	525,199	557,696	595,826
Percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash	87.68%	92.53%	91.34%	94.78%

- **Performance Measure #2**
- **COMPLETENESS of the EMS/Trauma Registry**

A. **Performance Measure Used to Track Improvements**

Completeness of the registry data – Percentage of patient care records with no missing critical data elements.

B. **Narrative Description of Performance Measure Calculation**

Previous Period (date):

The number of Hospital (Trauma Registry) records submitted was 141,546. The percentage of patient care reports with no missing *critical* data elements was 46.1%.

Current Period (date):

The number of Hospital (Trauma Registry) records submitted was 156,796. The percentage of patient care reports with no missing *critical* data elements was 60.2%.

Previous Period	**Current Period**
April 1, 2015 – March 31, 2016	April 1, 2016 – March 31, 2017

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: 46.1%	Discharge Date and Time: 60.2%

Improvement

Critical Date Element	Percent Change
Discharge Date and Time:	30.5**%**

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 23

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

Documents Uploaded

2018 Update to TSIS Strategic Plan + Addendum signed approved.pdf

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 5/15/2018

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

The TIDTF has developed and approved the Plan in preparation for submission through TxDOT to NHTSA in accordance with FAST Act. The 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 – No. 8. The plan is a qualifying criterion for Section 405(d) Impaired Driving Countermeasures grant funding for Mid-Range States, and Texas is in this category. Appendix K contains the actuated TIDTF member approval forms for the FY 2018 Plan.

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 8/15/2018

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

Last Name	First Name	Organization	Title
Abbott	Clay	Texas District and County Attorneys Association	DWI Resource Prosecutor
Brooks	Bobbi	Texas A&M AgriLife Extension Service	Program Manager
Busbee	Mark	ADAPT / FRIDAY	Program Manager
Carroll	Mindy	Texas Alcoholic Beverage Commission	Director Education and Prevention Division
Coffey	Debra	Smart Start, Inc.	Vice President, Government Affairs
Cooley	Chad	Cedar Hill Police Department	Corporal
Dean-Mooney	Laura	Texas A&M AgriLife Extension Service	Program Coordinator

Doran	Holly	Texas Center for the Judiciary	TxDOT Program Director
Dorman	David	MADD	Court Monitoring Project Specialist
Ericson-Graber	Paige	Texas A&M Transportation Institute	Associate Transportation Researcher
Garren	Cheryl	Texas Department of Public Safety	Enforcement & Compliance Service Manager
Glenn	Catherine	Texas Health Presbyterian Hospital Dallas	Injury Prevention Trauma Outreach Coordinator
Grubbs	Brian	LEADRS	LEADRS Program Manager
Gutierrez	Jaime	MADD - State Office	Executive Director
Harris	Kevin	College Station Police Department	Sergeant
Holt	Nicole	Texans Standing Tall	Chief Executive Officer
Humphrey	Cynthia	Texas Association of Substance Abuse Programs	Executive Director
James	Andrew	Montgomery County District Attorney's Office	Chief of Vehicular Crimes Division
Jennings	Mike	Austin Police Department	Detective
Kim	Yoon	Collin County Community Supervision and Corrections Department	Director
Kuboviak	Jim	Law Enforcement Mobile Video Institute - DPSTF	Director
Lochridge	Hope	Texas Municipal Courts Education Center	Executive Director
Marquart	Cecil	Sam Houston State University	Project Director
Mathias	Charles	UT Health San Antonio	Associate Professor, Division of Neurobehavioral Research
McDonald	Dottie	Smart Start, Inc.	Judicial Services Liaison
McGarah	David	Texas SFST	Program Manager

Minevitz	Edward	Texas Municipal Courts Education Center	MTSI Grant Administrator and Program Attorney
Minjares-Kyle	Lisa	Texas A&M Transportation Institute	Associate Transportation Researcher
Moser	Amy	Education Service Center - Region 6	Safety Education and Training Specialist
Mudd	Anna	Texas Department of Public Safety	Toxicology Section Supervisor
Ocamb	David	Guerra Deberry Coody and Company	Account Planner
Palmer	David	Texas Department of Public Safety	Major
Pence	Terry	Texas Department of Transportation	Traffic Safety Director
Redford	Susan	Texas Association of Counties	Judicial program Manager
Robinson	Lisa	National Safety Council	Program Manager
Rounsavall	Allison	Texas Department of Transportation	Alcohol and Other Drug Countermeasures Program Mgr
Saint	Nina	SafeWay Driving Systems	Curriculum Director
Sarosdy	Randy	Texas Justice Court Training Center	General Counsel
Schexnyder	Jude	Texas Department of Transportation	Traffic Safety Specialist
Scott	Marsha	Texas Department of Transportation	Alcohol and Other Drug Countermeasures Youth Program Manager - Youth
Souhami	Gloria	Travis County Attorney's Office	Program Director
Stratton	Doug	Guerra Deberry Coody and Company	Account Supervisor
Tedder	Jay	Texas Department of Public Safety	Deputy Scientific Director Breath Alcohol Testing
Thomas	Dannell	Education Service Center - Region 6	Director of Safety Education and Training
Thorp	Kara	AAA - Texas & New Mexico	Public Affairs Specialist
Walden	Troy	Texas A&M Transportation Institute	Assistant Research Scientist

Weiser	Laura	Texas Center for the Judiciary	Judicial Resource Liaison
Worley	Dan	Baylor Scott & White Health - RED Program	Program Coordinator

Strategic plan details

Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Click link to view Highway Safety Guidelines No. 8

http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm

Continue to use previously submitted plan

No

List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Prevention:	20-26
Criminal justice system:	26-40
Communication program:	40-42
Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation:	43-46
Program evaluation and data:	47-48

Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8—Impaired Driving, which, at a minimum, covers the following— (A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data.

Statewide impaired driving plan type:

New

Documents Uploaded

405D - FY 18 Texas Impaired Driving Plan.pdf

11 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria

from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	Yes
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Texas Dept. of Public Safety

State authority name/title: John Young, Program Director, Motorcycle Safety Program

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
ANDERSON	758
ANDREWS	324
ANGELINA	978
ARANSAS	511
ARCHER	176
ARMSTRONG	32
ATASCOSA	683
AUSTIN	637
BAILEY	63

BANDERA	776
BASTROP	1718
BAYLOR	65
BEE	311
BELL	7673
BEXAR	21762
BLANCO	336
BORDEN	8
BOSQUE	407
BOWIE	1431
BRAZORIA	6145
BRAZOS	2690
BREWSTER	321
BRISCOE	9
BROOKS	57
BROWN	717
BURLESON	390
BURNET	1018
CALDWELL	633
CALHOUN	379
CALLAHAN	291
CAMERON	3140
CAMP	200
CARSON	141
CASS	460
CASTRO	66
CHAMBERS	741
CHEROKEE	671
CHILDRESS	93
CLAY	232
COCHRAN	30
COKE	60
COLEMAN	127
COLLIN	12665

COLLINGSWORTH	40
COLORADO	349
COMAL	4140
COMANCHE	184
CONCHO	28
COOKE	908
CORYELL	1618
COTTLE	15
CRANE	48
CROCKETT	26
CROSBY	62
CULBERSON	27
DALLAM	116
DALLAS	21887
DAWSON	135
DEAF SMITH	241
DELTA	98
DENTON	12691
DEWITT	306
DICKENS	36
DIMMIT	124
DONLEY	37
DUVAL	97
EASTLAND	333
ECTOR	2310
EDWARDS	36
EL PASO	10815
ELLIS	3336
ERATH	615
FALLS	204
FANNIN	638
FAYETTE	386
FISHER	62
FLOYD	57

FOARD	15
FORT BEND	7456
FRANKLIN	183
FREESTONE	286
FRIO	185
GAINES	280
GALVESTON	6943
GARZA	61
GILLESPIE	554
GLASSCOCK	8
GOLIAD	120
GONZALES	226
GRAY	481
GRAYSON	2985
GREGG	1795
GRIMES	511
GUADALUPE	3213
HALE	340
HALL	23
HAMILTON	154
HANSFORD	72
HARDEMAN	73
HARDIN	973
HARRIS	40537
HARRISON	1221
HARTLEY	85
HASKELL	77
HAYS	3686
HEMPHILL	73
HENDERSON	1714
HIDALGO	4878
HILL	699
HOCKLEY	292
HOOD	1547

HOPKINS	619
HOUSTON	283
HOWARD	601
HUDSPETH	31
HUNT	2029
HUTCHINSON	529
IRION	37
JACK	132
JACKSON	218
JASPER	561
JEFF DAVIS	44
JEFFERSON	2934
JIM HOGG	48
JIM WELLS	428
JOHNSON	3932
JONES	268
KARNES	133
KAUFMAN	2207
KENDALL	1117
KENEDY	1
KENT	19
KERR	1312
KIMBLE	56
KING	1
KINNEY	72
KLEBERG	372
KNOX	35
LAMAR	879
LAMB	158
LAMPASAS	629
LASALLE	62
LAVACA	241
LEE	230
LEON	294

LIBERTY	1396
LIMESTONE	298
LIPSCOMB	63
LIVE OAK	184
LLANO	565
LOVING	2
LUBBOCK	3266
LYNN	65
MADISON	151
MARION	198
MARTIN	73
MASON	69
MATAGORDA	571
MAVERICK	383
MCCULLOCH	161
MCLENNAN	3863
MCMULLEN	8
MEDINA	932
MENARD	21
MIDLAND	2360
MILAM	392
MILLS	65
MITCHELL	121
MONTAGUE	432
MONTGOMERY	10275
MOORE	326
MORRIS	192
MOTLEY	7
NACOGDOCHES	722
NAVARRO	645
NEWTON	175
NOLAN	278
NUECES	4590
OCHILTREE	208

OLDHAM	20
ORANGE	1484
PALO PINTO	622
PANOLA	365
PARKER	3292
PARMER	91
PECOS	216
POLK	1124
POTTER	1845
PRESIDIO	118
RAINS	277
RANDALL	2801
REAGAN	58
REAL	82
RED RIVER	190
REEVES	127
REFUGIO	83
ROBERTS	22
ROBERTSON	216
ROCKWALL	1818
RUNNELS	153
RUSK	738
SABINE	227
SAN AUGUSTINE	125
SAN JACINTO	649
SAN PATRICIO	1262
SAN SABA	56
SCHLEICHER	49
SCURRY	330
SHACKELFORD	46
SHELBY	294
SHERMAN	34
SMITH	3268
SOMERVELL	231

STARR	263
STEPHENS	122
STERLING	19
STONEWALL	21
SUTTON	33
SWISHER	101
TARRANT	28750
TAYLOR	2472
TERRELL	19
TERRY	141
THROCKMORTON	17
TITUS	333
TOM GREEN	2060
TRAVIS	16750
TRINITY	285
TYLER	348
UPSHUR	796
UPTON	59
UVALDE	372
VAL VERDE	565
VAN ZANDT	1020
VICTORIA	1364
WALKER	752
WALLER	840
WARD	215
WASHINGTON	545
WEBB	1831
WHARTON	497
WHEELER	88
WICHITA	2642
WILBARGER	207
WILLACY	112
WILLIAMSON	8831
WILSON	1030

WINKLER	114
WISE	1599
WOOD	1007
YOAKUM	108
YOUNG	376
ZAPATA	102
ZAVALA	109

Enter the total number of registered motorcycles in State.

366473

Motorcyclist awareness program

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Texas Department of Transportation

State authority name/title: Michael Chacon, P.E., Director of Traffic Operations Division

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	Annual	2019	420.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2019	206.0
2019	Motorcycle Operators Killed with a BAC+ .08	Annual	2019	62.0
2019	Motorcycle Fatalities Per 100,000 Licensed Operators	Annual	2019	39.2

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

County or Political Subdivision	# of MCC involving another motor vehicle
ANDERSON	7

ANDREWS	2
ANGELINA	7
ARANSAS	4
ATASCOSA	3
AUSTIN	1
BANDERA	7
BASTROP	10
BELL	73
BEXAR	416
BLANCO	2
BOSQUE	1
BOWIE	22
BRAZORIA	52
BRAZOS	53
BROOKS	1
BROWN	6
BURLESON	2
BURNET	11
CALDWELL	1
CALHOUN	2
CALLAHAN	2
CAMERON	25
CASS	6
CHAMBERS	9
CHEROKEE	2
CLAY	1
COLEMAN	2
COLLIN	123
COLORADO	6
COMAL	24
COOKE	4
CORYELL	13
DALLAS	428
DEAF SMITH	3

DENTON	145
DEWITT	2
DIMMIT	1
DUVAL	1
EASTLAND	1
ECTOR	24
EDWARDS	1
EL PASO	196
ELLIS	24
ERATH	4
FANNIN	6
FAYETTE	1
FORT BEND	50
GAINES	1
GALVESTON	96
GARZA	1
GILLESPIE	3
GONZALES	2
GRAY	1
GRAYSON	29
GREGG	43
GRIMES	10
GUADALUPE	24
HALE	2
HAMILTON	1
HARDIN	8
HARRIS	765
HARRISON	8
HARTLEY	2
HAYS	39
HENDERSON	5
HIDALGO	83
HILL	3
HOCKLEY	3

HOOD	7
HOPKINS	3
HOWARD	5
HUNT	7
HUTCHINSON	1
JACKSON	2
JASPER	3
JEFF DAVIS	1
JEFFERSON	53
JIM HOGG	1
JIM WELLS	8
JOHNSON	27
KAUFMAN	13
KENDALL	5
KERR	16
KLEBERG	4
LAMAR	8
LAMPASAS	3
LAVACA	1
LEON	2
LIBERTY	11
LIMESTONE	2
LLANO	1
LUBBOCK	44
MADISON	2
MARION	2
MARTIN	1
MATAGORDA	8
MAVERICK	7
MCLENNAN	51
MEDINA	2
MENARD	1
MIDLAND	39
MILAM	1

MILLS	1
MITCHELL	2
MONTAGUE	1
MONTGOMERY	104
MOORE	3
NACOGDOCHES	6
NAVARRO	5
NEWTON	1
NOLAN	3
NUECES	73
OLDHAM	2
ORANGE	22
PALO PINTO	9
PANOLA	3
PARKER	17
PECOS	2
POLK	8
POTTER	40
RAINS	2
RANDALL	16
REAL	2
RED RIVER	1
REEVES	4
ROBERTSON	2
ROCKWALL	15
RUSK	1
SAN AUGUSTINE	1
SAN JACINTO	2
SAN PATRICIO	12
SCURRY	4
SHELBY	4
SMITH	51
SOMERVELL	3
STEPHENS	1

TARRANT	399
TAYLOR	44
TERRY	3
TITUS	2
TOM GREEN	26
TRAVIS	310
TRINITY	1
TYLER	1
UPSHUR	8
UPTON	1
UVALDE	1
VAL VERDE	2
VAN ZANDT	8
VICTORIA	22
WALKER	7
WALLER	5
WASHINGTON	3
WEBB	36
WHARTON	3
WICHITA	26
WILBARGER	3
WILLIAMSON	75
WILSON	6
WINKLER	1
WISE	9
WOOD	5
YOUNG	3

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle: 4691

Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Motorcycle Public Information Campaigns

Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

Use of fees collected from motorcyclists for motorcycle programs

A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.

Use of fees criterion
Data State

To demonstrate compliance as a Data State, upload the following items in the in application documents section: data or documentation from official state records from the previous State fiscal year showing that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs were, in fact, used for motorcycle training and safety programs. Such data or documentation shall show that revenues collected for the purposes of funding motorcycle training and safety programs were placed into a distinct account and expended only for motorcycle training and safety programs.

Documents Uploaded
use-of-gr-dedicated-accts-85leg.pdf
405f-senate journal and bill.pdf
Use of fees + counties w MC training courses.pdf
MOTORCYCLES BY COUNTY CY 17.pdf
405f-FY 19 MC motorist awareness campaign.docx
MOTO SOWR FY18 Final 92717.pdf
TxDOT use of dynamic message signs for MC awareness.docx

12 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

13 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

C&A FY2019 signed by Mr Bass.pdf