



**Llano County - Highway 29**

# **Texas Triennial Highway Safety Plan Fiscal Years 2024-2026**



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## Highway Safety Planning Process

### Data Sources

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. Most of the data originates from the Texas Department of Transportation (TxDOT) 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 (DSHS).

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, Fatality Analysis Reporting System (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. TxDOT's Traffic Safety Division's (TRF) Behavioral Traffic Safety Section (BTS) uses a planning cycle that consists of ongoing 1) Review, 2) Assessment, and 3) Modifications. These steps are coordinated by the TRF-BTS Program Planner (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-BTS 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 the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (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 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-BTS 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*.

### **Traffic Safety Planning Participants and Data**

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

Externally, TRF-BTS staff regularly brief groups and/or they participate in meetings through community coalitions, highway safety advocacy groups, and others. The TRF-BTS 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-BTS considers the results of “Rate-the-State” reviews by national organizations such as the Centers for Disease Control (CDC), NHTSA research and analysis, and others as appropriate.

Internally, TRF-BTS is staffed with program managers and traffic safety specialists who are continually engaging with partners, subgrantees, and other subject matter experts. The TRF-BTS has Law Enforcement Liaisons (LELs) under contract and available to meet with law enforcement partners throughout the year. TRF-BTS works closely with the TRF Crash Data and Analysis Section (CDA), TRF Engineering Section (TE), and other partners within TxDOT.

TRF-BTS hosts 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-BTS 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:

AAA – American Automobile Association

Alamo Area Metropolitan Planning Organization

CAMPO – Capital Area Metropolitan Planning Organization

Capital Area Metro

Cedar Hill Fire/EMS Department

City of Austin

City of Cleburne Police Department

City of Dallas

City of Fort Worth

City of Frisco

City of McKinney

City of San Antonio

Dallas Sheriff's Office

Department of State Health Services

FHWA – Federal Highway Administration

Frisco PD

GDC Marketing & Ideation

High Friction Surface Treatment Assoc.

Houston Police Department

Houston Transtar

Houston-Galveston Area Council

Injury Prevention Center of Greater Dallas

Killeen Police Department

Lee Engineering

LINK Houston

MADD – Mothers Against Drunk Driving

Mobisoft

National Safety Council

NHTSA – National Highway Traffic Safety Administration

North Central TX Council of Governments

North Texas Tollway Authority

Parkland Health & Hospital System

Region 6 Education Service Center

SafeWay Driving

San Angelo MPO  
San Antonio PD  
Sherry Mathews Group  
Teens in the Driver Seat  
Texans for Safe and Drug-Free Youth  
Texas A&M Transportation Institute  
Texas Center for the Judiciary  
Texas Department of Motor Vehicles  
Texas Teen Safe Driving Coalition  
The Foundations for Safe Driving  
TMCEC – Texas Municipal Courts Education Center  
TX District & County Attorneys Association  
TX Transit Safety Professionals Assoc.  
TxDPS – Texas Department of Public Safety  
Union Pacific Railroad Public Safety  
University Health System  
University of Texas  
Vision Zero ATX  
Walter P Moore  
Williamson County

Law enforcement subgrantees are providing input through their LELs, as well as through the grant proposal and monitoring process. Currently, TRF-BTS has access to more than 150 state, county, and local law enforcement agencies that can be utilized to provide feedback and information.

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

Another component of the planning process is the TRF-BTS 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 TxDOT, the Texas Department of Public Safety (DPS), the Texas Department of Motor Vehicles (DMV), the Office of Court Administration (OCA), the Texas Department of State Health Services (DSHS), and the Texas Center for the Judiciary (COJ). The TRCC seeks to enhance the accessibility, accuracy, uniformity, and completeness of statewide traffic-related information.



## Public Participation and Engagement – 23 CFR 1300.11(b)(2)

### *(i) Triennial HSP engagement planning. 23 CFR 1300.11(b)(2)(i)*

Description of the State's public participation and engagement planning efforts in the highway safety planning process and program, including—

- (A)** A statement of the State's starting goals for the public engagement efforts, including how the public engagement efforts will contribute to the development of the State's highway safety program, including countermeasure strategies for programming funds. **23 CFR 1300.11(b)(2)(i)(A)**

The Texas Department of Transportation's (TxDOT) starting goal is to increase public engagement efforts to gain a better understanding of the unique traffic safety issues encountered by affected communities in Texas. TxDOT will identify and seek meaningful engagement with participants from affected communities. TxDOT will then document, assess, and utilize public comments (feedback) into our Texas Department of Transportation (TxDOT), Traffic Safety Program in the current year and in the development of our 3HSP for FY 2024-2026 to reduce fatalities and serious injuries in affected communities.

- (B)** Identification of the affected and potentially affected communities, including particular emphasis on underserved communities and communities overrepresented in the data, (*i.e.*, what communities did the State identify at the outset of the process) and a description of how those communities were identified. **23 CFR 1300.11(b)(2)(i)(B)**

The state identified the problem areas/affected communities using our Crash Records Information System (CRIS) which provides data that includes but is not limited to crashes by geographics and demographics. Key traffic safety problems in Texas include impaired driving, speeding related crashes, distracted driving, pedestrian, and bicyclist crashes, the need to improve the misuse of car seats and unrestrained vehicle occupants (motorists and passengers).

*The State identified the following affected communities (please see data noted in each of the affected communities listed below):*

- #1 Refugees in Amarillo
- #2 El Paso drivers in court backlogged cases
- #3 Low-income Families in Laredo
- #4 Motorcycle Riders in San Angelo

*Amarillo, El Paso, Laredo, and San Angelo are underserved/overrepresented in key traffic safety issues noted above.*

Utilizing our CRIS data, we can reach out and engage with the identified affected communities through our Traffic Safety Specialists (TSSs) and local coalitions.

Each district identifies the problems in their assigned area utilizing Crash Data & Analysis Dashboard data source [Crash Data & Analysis Dashboard Page](#). This data source uniquely identifies crash types, counts, trends and contributing factors that provide details for what, when, who and where. The District Safety Plan also provides solutions for all identified problems in affected communities. This plan is implemented by the TxDOT Behavioral Traffic Safety (BTS) district TSS to strategically incorporate education and outreach engagement opportunities in the affected communities.

***(ii) - Triennial HSP engagement outcomes-23 CFR 1300.11(b)(2)(ii)***

A narrative description of the outcomes of the State's engagement efforts in the highway safety planning process, including—

- (A) The steps taken by the State to produce meaningful engagement with affected communities, including—  
**23 CFR 1300.11(b)(2)(ii)(A)**

- (1) Engagement opportunities conducted and a description of how those opportunities were designed to reach the communities identified in [paragraph \(b\)\(2\)\(i\)\(B\)](#) of this section;  
**23 CFR 1300.11(b)(2)(ii)(B)**

When areas are identified with low belt use, the TSS reaches out to affected community areas such as local schools, local businesses, and local events. Feedback from affected community members is documented and utilized for Partnering with different stakeholders to increase traffic safety efforts. TSSs provide rollover convincer presentations and occupant protection education at co-hosted events. Feedback from community members is documented and utilized when hosting additional Traffic Safety educational events within those communities.

An affected community in Amarillo was identified using the Stacker data cited below and our TSS focused engagements with the Refugees Center and Municipal Court to provide traffic safety education and car seats accordingly.

## #1 Affected Community-Refugees in Amarillo

### Amarillo engagement:

Amarillo, Texas has a higher number of refugees than any other city in Texas. Many refugees have never owned or driven a car, they are not familiar with Texas Traffic Safety laws, and they do not use child passenger safety seats. [Stacker](#) compiled a list of the Countries most immigrants to Amarillo come from, using data from the U.S. Census Bureau. Countries are ranked by highest number of foreign-born residents who lived in Amarillo as of 2019's five-year estimates.

<https://stacker.com/texas/amarillo/biggest-sources-immigrants-amarillo>

### Accessibility Measures - 23 CFR 1300.11(b)(2)(ii)(A)(2):

The accessibility measures TxDOT takes to assist Amarillo Refugees includes the use of translators for one to one, in person, traffic safety engagements. Bilingual materials were provided to Refugees.

### Engagement steps taken:

The TxDOT Traffic Safety Specialist (TSS) in Amarillo collaborates with local Refugee Center Staff to assist refugees on a one-to-one, in person basis, onsite, with education regarding seat belt laws and other traffic safety laws and provides the families with car seats for their children.

Here's an example of a TxDOT TSSs affected community engagement in Amarillo:

Two pedestrians were killed walking across the main highway in Cactus Texas. The largest beef processing plant in the nation employs most of the newer refugees who immigrate to Amarillo seeking employment. The company does not require a driver's license just an identification (ID), so applicants may not have driving experience or a driver's license. The TSS went to an outreach ministry in Cactus, Texas to see how to distribute pedestrian safety educational materials and began a great partnership. She started doing big events there for child passenger safety education, too.

The TxDOT TSS began receiving volumes of calls from the two largest resettlement agencies in Amarillo for much needed car seats and in person, one-to-one installation appointments for refugee families. The resettlement Agency representatives realized driver safety and car seats were not a priority for Refugees in their Countries so there was a dire need for traffic safety education. Refugees are picked up at the airport by employers and the Staff didn't know what kind of car seats were needed for their children and was this identified as a traffic safety problem.

The TxDOT TSS hosted a training session for the Resettlement Staff at one of the agencies so they would know which seat to use for transporting new families to the

resettlement centers. The TSS then hosted additional driver safety classes to Refugees. The classes were held at the resettlement agency, in person, hands on one-to-one training with six sets of caregivers and six translators participating during the entire presentation.

During the training we also gathered feedback about participants' thoughts and experiences travelling and their safety issues through our one-on-one interactions.

**Results/outcome: 23 CFR 1300.11(b)(2)(ii)(B)(1)**

Our TSS assists refugee families by collaborating with the Refugee Center who provides direly needed translators.

The TSS is understanding of the refugees' cultural sensitivities, families' backgrounds, and experiences, which in turn builds positive rapport between the Refugees and TxDOT, increased compliance with Child Passenger Safety laws. The TSS and translators help the refugees fill out their car seat installation forms. TxDOT retains the forms for record purposes. Please see the link below which hosts a sample of the form.

<https://stacker.com/texas/amarillo/biggest-sources-immigrants-amarillo>

**Summary of the issues covered-23 CFR 1300.11(b)(2)(ii)(B)(2)**

The Refugees expressed gratitude and have requested ongoing assistance from the TxDOT TSS to provide a continuum of one to one, onsite, in person, guidance with traffic safety education in areas such as: Child Passenger Safety, Driver Education Behavior and Occupant Protection. They also expressed they need additional car seats for their affected community.

**How the affected communities' comments helped us in the development of the 3HSP-23 CFR 1300.11(b)(2)(ii)(C)**

The feedback received by the Refugee community geared us to expand focused CPS, DEB, OP efforts in this affected community. We increased the number of car seats allocated to Amarillo. We will continue to provide bilingual public information and educational materials to refugees. We have also added a CPS Campaign activation for the Amarillo affected community and it will offer a face-to-face booth experience. Our Campaign brand ambassadors will collect feedback from the community members.

**#2 Affected Community – El Paso drivers in court backlogged cases**

**El Paso engagement:**

The data provided by the El Paso Police Department shows seat belt use for children and adults in ELP is low. El Paso PD’s records also show that Drivers who are cited for non-compliance with seat belt laws and child passenger safety laws are causing a significant backlog in court cases.

<b>El Paso</b>	<b>CPS Rate</b>	<b>CIOT Rate (Post)</b>
2017	88.9	92.2
2018	92.4	93.4
2019	90.1	90.3
2020	79.1	90.2
2021	87.6	92.2
2022	88.1	91.7

**Addressing the Traffic Safety needs of El Paso drivers in court backlogged cases**

The Office of the Justice of the Peace, Pct. 4 reached out to the El Paso Traffic Safety Specialist because assistance with low-income Defendants was direly needed as they were required to complete a court-ordered, defensive driving course for ticket dismissal. The El Paso precinct had a high volume of backlogged court cases. TxDOT does not manage a Defensive Driving Course, however, the El Paso TSS created a program for them.

TxDOT developed and taught classes on the top 4 causes of fatalities in Texas (speeding, drinking/driving, distracted driving, & seatbelt use). Defendants cited for an unrestrained child, attended a class on the correct use of child passenger safety seats. The TSS also provided car seats and conducted the in person, one-on-one car seat installation for Parents who completed their Traffic Safety Class.

TxDOT helped the low-income families who had traffic infractions by providing one-on-one education (both in-person & virtual appointments). Attendees must be a Texas Resident with a valid Texas ID or Driver's License.

JP Precincts 1, 2, 3, & 5 also became part of this program.



Since its inception in 2017, the program has helped hundreds of men, women, and children from affected low-income communities learn about the importance of safe driving in our community.

Additionally, the El Paso District collaborated on joint venture with JP Pct. 4 Judge Rebecca Bustamante to certify her entire staff as CPASS techs.

A registration roster and a sign in sheet for attendees are utilized at every training session. We also gather feedback from participants in this program regarding class content.

**Accessibility Measures - 23 CFR 1300.11(b)(2)(ii)(A)(2):**

The El Paso Traffic Safety Specialist is bilingual, and she taught the Traffic Safety Classes in English and Spanish. Course materials are provided in English and Spanish. Translators were present to help non-English speakers.

**Summary of the issues covered-23 CFR 1300.11(b)(2)(ii)(B)(2)**

The community members in El Paso were receptive and appreciative for the bilingual traffic safety classes offered to them. They requested a continuum of bilingual traffic safety classes and services -classes, car seats and one-to-one, in person, on site, car seat installations.

**How the affected communities' comments helped us in the development of the 3HSP. 23 CFR 1300.11(b)(2)(ii)(C)**

The feedback received from the affected community members in El Paso was instrumental in the development of our 3HSP. We will continue to work collaboratively with Municipal Court personnel, and we will increase the number of car seats and one-to-one, in person, on site, car seat installations in El Paso. We will consider the traffic safety feedback received from El Paso while evaluating the proposals in 2024-2026.

### #3 Affected Community – Low-income families Laredo, Texas

#### Laredo engagement:

This WHA-CIOT? event happened after the airing of a video that went viral on Facebook.

“A driver’s dash camera captured an image of an SUV turning a corner, then losing one child passenger who fell out of the vehicle with his car seat unsecured. Immediately after that, the driver and its other occupants exited the vehicle, picked up the car seat and child, then drove off. Unofficial reports state the child survived the fall with minor injuries.”

Income & Poverty	
Median household income (in 2021 dollars), 2017-2021	\$55,603
Per capita income in past 12 months (in 2021 dollars), 2017-2021	\$21,193
Persons in poverty, percent	22.2%

According to the U.S. Census Bureau, 22.2% of persons living in Laredo, Texas are living below the poverty line.

<https://www.census.gov/quickfacts/fact/table/laredocitytexas/POP010210>

[CRIS crash data reports for Webb County indicate there were 4,821 child passenger safety related crashes in 2021-2023. Please see the snapshot sample showing 20 of the 4,821 crashes/ages/crash severities.](#)

Webb County (2021-2023)									
Crash #	Crash Yr	County	City	Highway	Reported Street Name	Crash Severity	Person Restraint	Person Aged	
18042871	2021	Webb	LAREDO	JO DATA	CEDAR	SPECTED MINOR INJU	CHILD BOOSTER SEAT	7	7
18042970	2021	Webb	LAREDO	JO DATA	REAGAN	NOT INJURED	SHOULDER & LAP BELT	7	7
18042970	2021	Webb	LAREDO	JO DATA	REAGAN	NOT INJURED	SHOULDER & LAP BELT	9	9
18043033	2021	Webb	LAREDO	JO DATA	MALINCHE	NOT INJURED	HILD SEAT, FACING FORWAF	4	4
18043033	2021	Webb	LAREDO	JO DATA	MALINCHE	NOT INJURED	CHILD SEAT, FACING REAR	1	1
18044177	2021	Webb	LAREDO	JO DATA	MCPHERSON	NOT INJURED	SHOULDER & LAP BELT	4	4
18046418	2021	Webb	LAREDO	US0083	US HIGHWAY 83	POSSIBLE INJURY	SHOULDER & LAP BELT	7	7
18046418	2021	Webb	LAREDO	US0083	US HIGHWAY 83	POSSIBLE INJURY	HILD SEAT, FACING FORWAF	2	2
18046519	2021	Webb	LAREDO	US0083	GUADALUPE	POSSIBLE INJURY	SHOULDER & LAP BELT	9	9
18047289	2021	Webb	LAREDO	JO DATA	MCPHERSON	NOT INJURED	HILD SEAT, FACING FORWAF	1	1
18047381	2021	Webb	LAREDO	JO DATA	WASHINGTON	NOT INJURED	HILD SEAT, FACING FORWAF	1	1
18047381	2021	Webb	LAREDO	JO DATA	WASHINGTON	NOT INJURED	HILD SEAT, FACING FORWAF	4	4
18049052	2021	Webb	LAREDO	US0083	US HIGHWAY 83	NOT INJURED	CHILD SEAT, FACING REAR	0	0
18050108	2021	Webb	LAREDO	US0059	BOB BULLOCK	NOT INJURED	HILD SEAT, FACING FORWAF	2	2
18050301	2021	Webb	LAREDO	JO DATA	JALAPA	NOT INJURED	HILD SEAT, FACING FORWAF	7	7
18050520	2021	Webb	LAREDO	JO DATA	SAN DARIO	NOT INJURED	HILD SEAT, FACING FORWAF	1	1
18050811	2021	Webb	LAREDO	JO DATA	BARTLETT	POSSIBLE INJURY	HILD SEAT, FACING FORWAF	2	2

#### Engagement steps taken

The TxDOT Traffic Safety Specialist (TSS) in Laredo works with low-income families who have been cited for seat belt and child passenger safety violations. The TSS provides Bilingual CPASS education, a new car seat, and a hands-on car seat installation -these three steps help the families cited earn consideration for a ticket dismissal by the court.

Here is a chronicle of the WHA-CIOT program

Families cited for seat belt violations are given a scheduled court date for the citation received. Cited parents and caregivers are notified by the judge office to attend an educational child passenger safety/seat belt class.

Most parents agree to the class to avoid paying fees.

Families sign in with court personnel present for attendance verification and for any questions on citation issues. Parents must fill out the CPS forms filled out with proof of Texas residence and driver's license.

After the class has been completed, the court will review the attendance to verify the parents' participation, for ticket dismissal, or a fine reduction at the discretion of the Judge.

**Summary of the issues covered-23 CFR 1300.11(b)(2)(ii)(B)(2)**

The affected community members from Laredo, who participated in the WHA-CIOT program received CPASS education, a one-on-one, in person, car seat installation session, a new car seat, and consideration for ticket dismissal by the court. The recipients requested a continuum of traffic safety services. Feedback for the WHA-CIOT program was captured via the required TxDOT CPS Checklist form which is completed by both the TSS and the parents of the children who are provided CPASS education and a new car seat. Every car seat provided by TxDOT requires a parent's name, identification, car seat registration/etc.

**Accessibility Measures - 23 CFR 1300.11(b)(2)(ii)(A)(2):**

The Laredo District Traffic Safety Specialist (TSS) is bilingual-she taught the Traffic Safety Classes in English and Spanish. Course materials are provided in English and Spanish. Translators were present to help non-English speakers.

**How the affected communities' comments helped us in the development of the 3HSP. 23 CFR 1300.11(b)(2)(ii)(C)**

The feedback received from the community members in Laredo was valuable and lead us to plan increased engagements, an increase in the number of car seats to be allocated to the Laredo District. Additionally, we will also increase Campaign educational resources for Laredo.

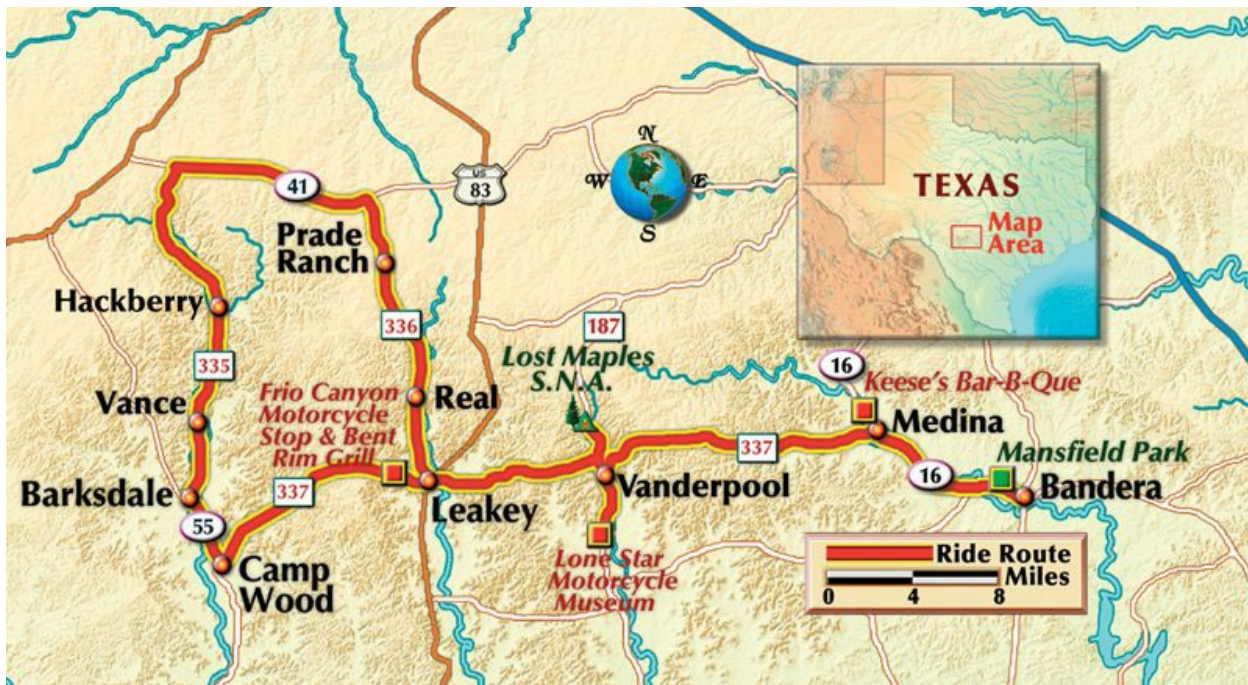
#### #4 Affected Community - Motorcycle Riders in San Angelo

Crash Data Analysis (CDA) show as of February of 2023, of the 299 KA crashes in CRIS for Real County, 59% of the vehicles are motorcycles. For comparison, in all KA crashes in CRIS, motorcycles comprise 8% of the vehicles. It's a total of 164 serious injury crashes and 13 fatalities in the last 10 years, but in a county with ~2,800 people, it's a pretty big deal.

#### Engagement:

#### Addressing the Traffic Safety needs of Motorcycle Riders in San Angelo-

The San Angelo Motorcycle Safety Coalition members reached out to our Traffic Safety Specialist in the San Angelo District office due to their concerns regarding Motorcycle fatalities/serious injuries along the “Three Sisters” Route: Three Hill Country Ranch Roads, 335, 336 and 337, are known throughout Texas as the Twisted Sisters, and riders come from near and far to enjoy them. The data provided by CDA (CRIS) noted above shows there has been 13 fatalities in the last ten years in this area.



#### Engagement steps taken-

TxDOT's TSS in San Angelo met with five motorcycle advocates (who are now members of the newly formed San Angelo Motorcycle Safety Coalition) to discuss options to improve Traffic Safety along the Three Sisters roads. The need for Motorcycle Safety Billboards was discussed during multiple meetings at the TxDOT San Angelo District Office. As a result of their feedback, two Motorcycle Safety Billboards were purchased, strategically placed according to the data, and are maintained in the Three Sisters area.

**Summary of the issues covered-23 CFR 1300.11(b)(2)(ii)(B)(2)**

To summarize all the issues covered, the need for Billboards along the “Three Sisters” roads was addressed due to the high Motorcycle fatality and serious injury rate in Leakey, Texas. Motorcycle Coalition members requested more Traffic Safety education on how to “Share the Road” with Motorcyclists and additional “Basic Motorcycle Riding” classes. Another issue discussed was how to address/decrease Impaired Driving in the Motorcycle community. The need for traffic safety markings in the roadways was raised by Coalition members. They requested “Slow Down” and “Sharp Curve” safety messaging along the Three Sisters roadways.

**Accessibility Measures - 23 CFR 1300.11(b)(2)(ii)(A)(2):**

As mentioned above, these billboards were strategically placed along the Three Sisters Roadways to be accessible to be visually accessible to motorcyclists.

The TxDOT TSS hosts motorcycle safety events at the District office. The TSS coordinated with the motorcycle group to find a day and time that best met their needs/per their request and placed orange cones in the parking lot to reserve parking for motorcycles only.

**Results/outcomes of the engagement:**

Upon the request of the affected community, two Motorcycle Safety Billboards were purchased, strategically placed according to the feedback from the engagement and the data.

The San Angelo Motorcycle Safety Coalition was formed in 2023 as a result of feedback received from the motorcycle community. The need for the coalition was discussed during the motorcycle safety events the TxDOT TSS hosted. The TSS then coordinated the initial San Angelo Motorcycle Safety Coalition meeting and has held quarterly meetings at the TxDOT San Angelo District office since the coalition was formed.

Motorcyclists in San Angelo host a “Bike Night” every Friday to discuss safety issues. A “Blessing of the Bikes” was held recently.

Twice a year, TxDOT’s San Angelo TSS hosts a Traffic Safety Booth to engage with riders and discuss Motorcycle Safety initiatives (helmet use, Basic Motorcycle Riding Courses, First Aid Kits, Rider Awareness, Impaired Riding and Be Safe, Be Seen.

**How the affected communities' comments helped us in the development of the 3HSP. 23 CFR 1300.11(b)(2)(ii)(C)**

The feedback received from the Motorcycle Riders in San Angelo was valuable and lead us to plan increased engagements in Motorcycle Safety and Awareness in the “Three Sisters” roads area. Additionally, the TxDOT Area Engineer will evaluate the “Three Sisters” roads to consider adding roadway markings to increase traffic safety along the highway.



***(iii) - Ongoing engagement planning - 23 CFR 1300.11(b)(2)(iii)***

A description of the public participation and engagement efforts in the State highway safety program that the State plans to undertake during the three-year period covered by the triennial HSP, including—

Texas is committed to ongoing public participation and engagement in the State highway safety program over the next three years.

**A. The State’s goals for public engagement efforts are as follows:**

**23 CFR 1300.11(b)(2)(iii)(A)**

Our goal is to improve safety for all road users, with particular emphasis on underserved and overrepresented/affected communities noted in the data.

To achieve the goal set, TxDOT will plan and implement engagements with identified affected community members to discuss the issues affecting their communities, documenting the feedback they provide and in turn, incorporate their requests into additional traffic safety education/service/efforts.

The State is committed to providing a vast range of engagement opportunities in a variety of formats and venues to allow community members more opportunities to participate. Accessibility measures including handicapped parking, Bilingual translators, translated materials,

**B. Identification of the affected and potentially affected communities, including particular emphasis on underserved communities and communities overrepresented in the data (*i.e.*, what communities did the State identify at the outset of the process), and a description of how those communities were identified.**

**23 CFR 1300.11(b)(2)(iii)(B)**

We identified the four affected communities using CRIS, U.S. Census data and Stacker data. In 2024-2026, we plan on continuing engagements with the four affected communities-Refugees in Amarillo, El Paso drivers in court backlogged cases, Low-income Families in Laredo, and Motorcyclists in San Antonio.

We are planning on meeting with our Subgrantees in 2024 to inform them that based on the new B.I.L. we need to focus on identifying affected communities and receiving feedback from said communities to then incorporate back what we learned from the community back into the program.

We are also utilizing our “Tx-STORM” data as a second layer to our CRIS data to pinpoint exact locations on which to focus our program.

TxSTORM uses aggregated jurisdictional data from the last three years to blend trend over-representation to “flag” jurisdictions, and then help prioritize those jurisdictions with a Relative Impact Value (RIVAL) score based on projected net change in that variable. **Higher RIVAL scores indicate a jurisdiction has a greater need for countermeasures and resources relative to other jurisdictions or the state**

**overall.** When TxSTORM is used as a guide for the allocation of resources, tracking the change in RIVAL scores makes it possible to track pre- and post-treatment changes.

More detailed information about the data and formulas, as well as instructions for how to use the tool can be accessed in the [User Guide](#). Crash data visualizations are available on the [CRIS Crash Data Analysis dashboard](#) hosted by TxDOT.

- C.** The steps the State plans to take to reach and engage those communities, including accessibility measures implemented by the State in its outreach efforts and in conducting engagement opportunities; and  
**23 CFR 1300.11(b)(2)(iii)(C)**

The State plans to utilize CRIS and U.S. census data to identify affected and possible affected communities. We will continue to work with our team of Traffic Safety Specialists, Coalition members Statewide and community organizations to identify areas in need of Traffic Safety outreach/engagements for the next three years.

We will use a variety of Traffic Safety educational/outreach methodologies to engage in affected communities.

Our TSSs, Coalition members and Subgrantees offer bilingual translators, translated traffic safety materials for community members with language barriers and the State will follow the Americans with Disabilities ACT (ADA) guidelines to ensure accessibility for community members with disabilities.

- At event activations, campaign brand ambassadors or street teams who conduct public outreach will now engage the public by asking questions and capturing their feedback.
- We are working with our ad agencies to develop two to three questions that the brand ambassadors/street teams can ask event participants for feedback to determine how effective our traffic safety messaging is to the public. Questions will be vetted by the BTS Management team.
- We understand that event participants may not want to be engaged for long periods of time so the questions will be very specific. For example:
  1. What does our traffic safety message mean to you?
  2. Will this information/knowledge change your behavior?
  3. How can we help your community?
- We will also develop a QR code with these questions on the campaign materials that are distributed at the event activations so we can capture feedback from those participants that may not have wanted to stay and answer questions.
- Our ad agency will be very strategic in placing brand ambassadors or street teams in communities using crash data and other data such as demographics, census data, equity index, etc. to identify affected communities.
- Our press events will continue to be held in large media markets identified by crash data. However, we will be reaching out to surrounded affected communities within that media market to identify presenters who can speak to traffic safety issues encountered in their community. For example: For our child pedestrian safety

campaign, we can ask a pediatrician doctor from a local hospital to talk about the injuries that a child sustains for not being properly restrained in a child safety seat. For example: A press event in Houston with a pediatrician doctor from a local hospital in an affected community.

Traffic Safety Specialists (TSSs):

- Our TSSs will be engaging with the public during their local community outreach events by asking questions and capturing feedback.
- Questions will be developed and vetted by the BTS Management team.
- BTS will use crash data and other data such as demographics, census data, equity index, etc. to identify affected communities within the local TxDOT District.

Subgrantee:

- Subgrantees that have projects with outreach activities will be required to engage their attendees by asking questions and capturing feedback.
- This requirement will be identified in their Strategic Plans.
- Subgrantees will use crash data and other data such as demographics, census data, equity index, etc. to identify affected communities within their project’s jurisdiction (local or statewide).

When areas are identified with high pedestrian incidents, the TSS engages with local coalition members to identify solutions, new strategies, how to reach the public and assist new partners in affected communities. Feedback is received/documented at every event, then utilized for future engagement planning.

- TSSs provide outreach booths or safety discussions that include traffic safety education and awareness to civic, townhall and public meetings. This includes traffic safety data for the specific area or community. Feedback is received/documented and used to address traffic safety concerns in affected communities.
- TSSs utilizes QR codes to easily engage and disseminate important safety topics with the public on specific behavioral traffic safety topics. The data collected via the QR codes is assessed/addressed then suggestions are incorporated into the traffic safety educational plan for each local affected community area.
- Annual Community Traffic Safety Outreach metrics have been established for each district. TSSs will utilize the district safety plan and fatality review team meetings to determine the proper education and target (affected community) areas that are overrepresented. These metrics include specific goals for the following program areas:
  - ❖ Distracted Driving Event (1)
  - ❖ Impaired Driving Event (1)
  - ❖ CarFit Event (1)

- ❖ Motorcycle Safety Event (1)
- ❖ Rollover Presentation (4)
- ❖ Bicyclist/Pedestrian Safety Event (1)
- ❖ Traffic Safety Coalition Annual Event (1)
- ❖ Car Seat installations/inspections per TSS - Metro (100) Urban (75) Rural (50).

**D. How the affected communities' comments and views will be incorporated into the decision-making process. 23 CFR 1300.11(b)(2)(iii)(D)**

The State will analyze and utilize all feedback received from all prior affected community engagements. The States original goals may be adjusted based on affected community needs and feedback received.

The State will ensure all community members/stakeholders voices/suggestions/recommendations and needs are heard and addressed. We will go forth with our planning/engagements/funding allocations to serve the needs of affected communities in the next three years.

The State is committed to strengthening our Traffic Safety program for the greater good of all. The input we receive will help us in the development and implementation of our Traffic Safety Program in the next three years.

As part of our commitment, we seek proactive opportunities to hold panel discussions, town hall meetings and forums featuring Behavioral Traffic Safety (BTS) experts. These experts will discuss BTS goals, ideal communication methods, channels, and potential avenues to build trust amongst the community. These meetings will focus on receiving/documenting community feedback to better serve the needs of the affected communities.

When a complaint or concern comes in via email or phone call to TxDOT, the receiver enters the complaint into the TRACK system (online complaint tracking system) as well as notifies the supervisor or manager over that area (Area Engineer, Director, Maintenance Supervisor, District Engineer, PIO or TSS). Anything traffic safety related (for example, a specific problem with pedestrians in a specific neighborhood that data may not reflect) is discussed as a group in the monthly fatality review meetings to include any behavioral or educational approaches to the problem.

Affected communities will be identified using multiple tools-CRIS, U.S. Census, and the use of District Fatality Review Teams (DFRT):

DFRTs were created to review all fatal crashes within the district. The DFRT is a multidisciplinary team comprised of the District Engineer, all Directors, all Area Engineers, all Maintenance Section Supervisors, Safety Officers, and the BTS TSS(s). The DFRT meets monthly to review fatal crashes from the previous month in each maintenance section and to identify measures that could be implemented to improve

safety. Districts keep a running list of action items until the implementation of the applicable safety measures. The action items are categorized into three areas: engineering, enforcement, and education. There is a fourth category of EMS that is also investigated closely.

During these meetings, all district fatality crash reports are reviewed in extensive detail. The TSS will review the contributing factors and determine BTS education action needed in affected communities. Example below:

AUSTIN DISTRICT FEBRUARY FATALITY REVIEW TSS RECOMMENDATIONS				
Highway	Intersection Road	Emphasis Area	Education Focus	Activity
RM 1431	Vista Hill Blvd	ITC	Be Safe Drive Smart	Distribute posters to stores in the area July 23
RM1431	Burnet	Head on	Distracted Driving	Burnet Air Show done 3/18/2023
SL0275	Rutland	ITC	OP and Impaired Driving	Schedule IDM Simulator and OP at Widen Elementary July 2023
US0183	700 FT N OF TECHNI CENTER	Speeding	Speeding (Drive A Safe Speed campaign), Occupant Protection	Schedule OP at Hyde Park High School Aug 23
US0183	50 FT S OF MANOR RD	IDM	IDM and OP	Schedule and Collaborate on an event with Manor PD IDM and OP
US0183	20 FT N OF HORSESHOE LOOP	Speeding	Speeding (Drive A Safe Speed campaign), Occupant Protection	Schedule event with Williamson County Sheriff OP and Speed Aug
US0183	CAMERON RD	ITC	Distracted Driving, Occupant Protection, Drivers Ed/Defensive	CPS community event at Chinese American Church 5/26/2023
FM0812	0.2 MI W OF DOYLE RD	Speeding	Speeding (Drive A Safe Speed campaign)	Distribute posters to stores in the area July 23
SH0045	PECAN PARK BLVD	ITC	WZ Safety, Older Driver	October 23
FM0487	289 FT N OF CR 234	RUN-OFF ROAD	Be Safe. Drive Smart.	Distribute posters to stores in the area Aug 23
IH0035	684 FT S OF HOWARD LN	Pedestrian	Pedestrian Safety (Under Influence-Alcohol), Stay Alive Don't Cross I-35	Schedule IIDM Simulator and pedestrian Safety Education in Oct
FM0973	HAMANN LN	ITC	Protection, Drivers Ed/Defensive Driving	Collaborate on an event in Dripping Springs Sept 23
SH0071	475 FT W OF EAST TRL	HEAD-ON	Impaired Driving	Distribute posters to stores in the area Aug 23
SL0275	RUTLAND DR	Pedacyclist	Bicycle Safety	Schedule IDM Simulator and OP at Widen Elementary July 23

**Below are additional events TxDOT will be hosting in 2024-2026:**

TSSs will work to build an environment where change and problem solving are met with community collaboration and innovation, piggybacking off partners that have established and proven community trust in the identified community.

For example, the Dallas Metro area established a partnership with Frasier Revitalization, a non-profit organization which is helping revitalize the underserved communities in southern Dallas. Building off this initiative, BTS has partnered with Frasier to attend community meetings and outreach alongside Frasier. We plan to extend this opportunity to include feedback opportunities with the community.



TSSs have partnered with the NAACP “Back to School Event” to provide child passenger safety education, safety seats and installations. Surveys are provided to engage and encourage feedback which we use to better serve the community. The survey feedback is utilized to provide traffic safety educational resources to the affected communities.

We are working with Dallas ISD Police Department to develop traffic safety outreach specific to Dallas ISD. Feedback for this messaging is obtained through collaboration with the Dallas ISD PD, student body and teachers which is used to better serve this specific affected community.

By working with local Neighborhood Police Officers (NPO), TSSs establish partnerships with presidents of the Neighborhood Watch Communities.

We also have programs such as our “Please Be Seated” hotline which allows citizens to report the license plates of motorists who have unrestrained children in their vehicles. From the information reported, the Traffic Safety Specialist will send the motorist a letter informing them of the law and the importance of transporting their child safely by providing them with a free car seat.

Quarterly meetings are scheduled with county judges who share their citizens’ concerns; monthly meetings are held with city leadership and police chiefs to address concerns, and this information is disseminated to the appropriate department so we may assist the needs in affected communities. The TSS hosts a Regional Traffic Safety Collaboration meeting that allows an open discussion on any traffic safety concern. The feedback is documented and incorporated into additional traffic safety efforts.

The City of Lubbock has a Citizens’ Traffic Commission that shares complaints and suggestions received for TxDOT to address.

The Transportation Policy Committee hosted by the Metropolitan Planning Office (MPO) consists of city, county and TxDOT representatives. In those meetings, concerns are addressed, and the TSS provides traffic safety updates on upcoming events and campaigns in affected communities and assists with coordinating safety meetings for their staff.

The South Plains Rural Transportation meeting consists of county judges and TxDOT. During the meeting, judges express traffic concerns regarding their counties and determine if an educational is needed. If so, the TSS will coordinate events with affected community partners.

As part of our program, we host town halls with external stakeholders. During these town hall meetings, we engage with a variety of stakeholders who identify issues in their affected communities. TSSs gather feedback to be utilized for traffic safety educational events and partnerships. Feedback is gathered at events through individual one-on-one conversations and to augment these conversations, TSSs create flyers with QR codes for families to scan and fill out. This allows the customer to provide information to the TSS while it is fresh on their mind. The feedback is collected/assessed and incorporated into the traffic safety plan for their affected communities.

A report from Texas Education Administration (TEA) which is available to TSSs, shows school district demographics. For school districts with ESL students, the TSSs will translate presentations so ESL families can receive the message.

Example below of TEA student demographics:

Students [3,857] by Ethnicity	Students by Category	Attendance, Dropout and Graduation Rates
African American : 32.4%	Economically Disadvantaged : 74.2%	Attendance Rate (2019-20) : 98.4%
Hispanic : 23.4%	English Learners (EL) : 11.1%	Annual Dropout Rate Gr. 9-12 (2019-20) : 0.8%
White : 34.1%	Special Education : 12.8%	4-Year Longitudinal Graduation Rate (Class of 2020) : 97.1%
American Indian : 0.8%	Bilingual/ESL Education : 10.4%	5-Year Longitudinal Graduation Rate (Class of 2019) : 96.0%
Asian : 0.7%	Career & Technical Education : 0.0%	6-Year Longitudinal Graduation Rate (Class of 2018) : 96.4%
Pacific Islander : 0.1%	Gifted & Talented Education : 11.8%	Annual Graduate Count (2019-20) : 246
Two or More Races : 8.4%		Annual RHSP/DAP/FHSP-E/FHSP-DLA Graduate Count (2019-20) : 154

At our Southern Border, there are “Colonias” which are affected communities that are underserved and overrepresented due to limited resources. We provide child passenger safety education and seat distribution efforts in partnership with facility managers and elected officials, such as County Commissioners.

One of our unique areas to support our underrepresented population is the ongoing partnership with our judicial partners. We use the process of deferred adjudication to dismiss citations if education is provided to affected community members.

In 2022, Texas was faced with many challenges – as we had a substantial increase in fatalities and serious injuries. We partnered with NHTSA’s Region 6 Office to co-host a series of Call-to-Action Meetings to determine Strategies for a Safer Texas. We engaged with a diverse audience such as medical stakeholders, first responders, faith-based community leaders, etc.

By collaborating with traditional and new partners invested in traffic safety, we strived to find practical strategies to strengthen our highway safety programs and save lives.

The plan was to:

- Increase public awareness of traffic safety data that demonstrates dangerous trends on Texas roads
- Engage diverse new community partners and look for opportunities to work together
- Receive feedback from affected community members, document, assess and incorporate the feedback received into additional traffic safety educational efforts.
- Set the stage to strengthen current highway safety programs

- Spotlight safety strategies that work well and to learn about opportunities to implement new programs in their communities and counties, and
- Gain a commitment for actions we can all take to make Texas roads and Texas affected communities safer

District	TxDOT Traffic Safety Coalition	TSS	Number
Abilene	D.R.I.V.E. Safe Coalition	Jill Christie	325-676-6808
Austin	Crossroads Coalition	Norah Maposa Vacant	512-806-3084 512-712-0345
Atlanta	Northeast Texas Traffic Safety Coalition	Emily Speer	903-310-8452
Beaumont	Drive Smart SE TX Coalition	Bridgett Hlavinka	409-898-5719
Brownwood	D.R.I.V.E.R.S. Coalition	Kristi Harwell	325-643-0403
Bryan	Brazos Valley Injury Prevention	Julia Davis	512-466-1829
Childress	Childress TIM Coalition	Nicole Tyler	940-475-0559
Corpus Christi	Coastal Bend Teen Traffic Safety Coalition	David Pallotti	361-257-8730
Dallas	DalTasc	Greg Hunter Bernadine Moore	214-320-6235 214-320-6220
El Paso	STRONG (Safety Traffic Regional Operations Networking Group)	Vacant	915-790-4384
Ft. Worth	F.A.C.T.S. (Ft. Worth Area Coalition for Traffic Safety)	Jackie Taylor Michele Herrera	817-370-6626 817-370-6643
Houston	Houston Traffic Safety Coalition	Trey Salinas Nicholas Guasto	713-802-5177 832-803-9070

## Performance Plan

### Overview

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 to South Texas stretches 801 miles, and the longest East-West distance is 773 miles. The State encompasses 261,797 square miles of land and 6,784 square miles of water.

*US Census Quick Facts* indicate, in 2022 approximately 41 percent of Texas population are Anglo, 40.2 percent Hispanic, 13.4 percent Black, and six percent 'other' racial/ethnic. About 25 percent of the population is less than 18 years old, while 13.1 percent are 65 or older. It also indicates that in 2022 Texas population is approximately 30,029,572. (an increase of 3 percent from 2020)[1].

Texans live in 254 counties, more than any other U.S. State. The Counties populations range from 64 people (Loving) to 4,780,913 people (Harris) [2], and approximately 1,799 incorporated cities ranging from seven people (Falman) to 2,302,878 people (Houston)[3].

There are more than 22 million registered vehicles in Texas [4]. In 2022, Texas had 19,589,138 licensed drivers, an increase from 18,452,179 in 2021[5].

There are approximately 80,905 centerline miles of state-owned roadways, including 3,466 miles of Interstate highways, 11,852 miles of U.S. highways, and 16,443 miles of Texas highways. Another 40,865 miles on the state system are designated as Farm or Ranch to Market roads. The average daily VMT on state-owned highways is 574.0 million miles. The average daily VMT on all roadways in the state is 780.9 million miles. The total annual VMT on state-owned highways is 209.6 billion miles; 285.2 billion miles on all state roadways in the state. While only 25 percent of roadways in Texas are state-owned, 74 percent of all VMT occurs on state-owned highways[6].

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 people.

### Emphasis Areas

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

- Fatalities /Injuries - In 2021, there were 4,498 traffic fatalities (FARS) and 19,434 serious injuries (TxDOT).
- Impaired Driving - There were 1,906 alcohol-impaired driving fatalities (FARS) in Texas in 2021. Texas ranks in the top 10 states nationally for alcohol-related fatalities per 100 million VMT for FY 2021 (the most current year for which data is available). Texas is classified as a mid-range alcohol fatality state (0.57 fatality rate) which makes it eligible for Bipartisan Infrastructure Law (BIL) Section 405(D) funding.
- Motorcyclists – There were 515 motorcyclist fatalities in 2021 (FARS), of which 232 (45.04 percent) were not wearing a helmet
- Safety Belts – Texas recorded 1,172 unrestrained passenger fatalities in 2021, up from 1,018 in 2021[7]. Texas’ safety belt usage rate for 2022 is 90.36 percent [8] using the approved survey methodology in TTI’s statewide survey for front seat drivers and passengers.
- Speeding – In 2021, of the 4,498 crash fatalities 1658 (36.86 percent) 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 Texas will continue to work on this emerging issue.

### **Determining Performance Measures and Target Selection**

Performance measures and targets have been developed to improve safety on Texas roadways and reduce the number of crashes, injuries, and fatalities. The *Traffic Safety Performance Measures for States and Federal Agencies*, defined by NHTSA and the GHSA, have also been included. 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.

Targets were established for the program areas in this HSP as described below:

In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT modified its performance measures and target calculations accordingly. The calculations for the new targets were developed by dividing FY 2019 CRIS Fatalities (year the direction was provided by TTC) by the number of years left 2050. This afforded TxDOT to achieve 50 percent reduction of fatalities by 2035. As of 2035 the reduction in fatalities was recalculated in the same manner to achieve ZERO fatalities by 2050.

TRF-BTS 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 to modify behaviors that have been proven to lead to crashes. 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 in the HSP, SHSP, and the HSIP.

### **Core Performance Measures & Data Source**

Objectives and performance measures are developed 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-BTS 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 During Grant Funded Enforcement	TRF-BTS eGrants
A-2	Impaired Driving Arrests Made During Grant Funded Enforcement Activities	TRF-BTS eGrants
A-3	Speeding Citations Issued During Grant Funded Enforcement Activities	TRF-BTS eGrants
B-1	Observed Seat Belt Use (Texas Statewide Survey of Seat Belt Use)	TTI
C-1	Traffic Fatalities	FARS
C-2	Serious Injuries	CRIS
C-3	Fatality Rate (Fatalities Per 100 Million Vehicle Miles Driven)	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	Motorcyclist Fatalities	FARS
C-8	Unhelmeted Motorcyclist Fatalities	FARS
C-9	Drivers Involved in Fatal Crashes Aged Under 21	FARS
C-10	Pedestrian Fatalities	FARS
C-11	Bicycle Fatalities	FARS

- [1] [United States Census Bureau, Quick Facts 2022](#)
- [2] [Wikipedia – List of Texas Counties](#)
- [3] [Texas Demographics](#)
- [4] [Texas Department of Motor Vehicles Website](#)
- [5] Texas Department of Public Safety, Management Analysis Department, email dated 06/05/2023.
- [6] Texas Department of Transportation Pocket Facts FY 2022 // CY 2021-2022
- [7] 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 March 22, 2023.
- [8] *2022 Texas Statewide Survey of Seat Belt Use*. Texas A&M University, Texas Transportation Institute, Center for Transportation Safety. 09/2022

## Evidence-Based Strategy & Project Selection

### *Traffic Safety Partners Input*

Evidence-based strategy selection and project selection are limited to TRF-BTS program staff. Scoring teams, reviewers, and other staff involved in the selection process are comprised of traffic safety supervisors, lead workers, program managers, and traffic safety 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-BTS policy. Proposal scorers must score and make determination based solely on the submitted proposal, without any outside influence.

### *Proposal Review, Scoring, and Selection*

Eligible organizations interested in traffic safety issues submit project proposals when requested by TRF-BTS. 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.

To be eligible for a traffic safety grant, interested parties must be a Texas state or local government, an educational institution, a non-profit, or an 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-BTS 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-BTS 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-BTS Program Managers (PMs), Traffic Safety Specialists (TSSs), and other TRF-BTS 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 timeframe. Proposals are 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, and
  - ❖ 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, and
  - ❖ Reviewing proposals' internal comments submitted by reviewers.

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, and
- ❖ Reasonable and necessary budget.

TRF-BTS staff will review each STEP proposal to ensure that all information on the required proposal pages is complete and meets TRF-BTS 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.

After proposal grading is complete, the TRF-BTS 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.

Once a project has been preliminarily selected for funding, the proposal will be assigned to a project manager to negotiate and finalize the project for execution. 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) enforcement zones, 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 performance measures, targets, and objectives, grant period, maximum amount eligible for reimbursement, and budget.

After the negotiation period, the project is listed on the final funding list and added to this HSP in preparation for approval by the Texas Transportation Commission (TTC) and then submission to NHTSA for final approval.

### **List of Information and Data Sources**

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. Most 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 (crashes, arrests, and citations)
- DSHS, regional and/or local health agencies
- Emergency Medical Service Providers (EMS-run data)
- Evaluations and Assessment 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  $\geq$  .08 g/dL (also referred to as “alcohol-impaired driving crashes/casualties”).

*DUI-Related Crashes (or Casualties) Alcohol or Other Drugs - CRIS:* A BAC result  $>$  0.00 g/dL, or a positive substance test result was indicated for at least one driver, or "had been drinking," "under the influence of alcohol," "under the influence – drug," or "taking medication" was identified as a contributing factor.

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

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

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

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

*Motorcyclist Fatalities - FARS:* Data categorized as motorcyclist fatalities include fatalities to operators and passengers of vehicles identified in FARS as a motorcycle, moped (motorized bicycle), three-wheel motorcycle or moped - not all-terrain vehicle, off-road motorcycle (2-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 crossing, whether 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 serious injury (A), plus all crashes in which the highest level of injury sustained was at least one non-serious injury (B).(Delete – check with Larbi)

1. Serious injury (A) - not able to walk, drive, etc.
2. Non-serious injury (B) - bump on head, abrasions, minor lacerations
3. Possible injury (C) - e.g., limping, complaint of pain
4. Fatal injury (K) - a death that occurs within 30 days of the crash
5. Speeding-related crashes - FARS: Crashes in which at least one driver was driving too fast for conditions, or more than 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.

*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 its construction related.



### **Description of Outcomes (Coordination with SHSP and HSIP)**

The SHSP is a major component and requirement of the 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 three Es of highway safety: Engineering, Education and Enforcement. 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 responsible for leading the effort of preparing, maintaining, and striving to reach goals of the Five Core Performance Measures: Fatalities, Fatality Rate, Serious Injuries, Serious Injury Rate, And Non-Motorized Fatalities & Serious Injuries in the HSP, the SHSP, and the HSIP. The SHSP process is maintained through Texas A&M University's Texas Transportation Institute (TTI).

The HSP targets are also set using the same methodology in effort to maintain consistency across the respective plans. As a result, the three coordinated plans have synced methodologies and strive to ensure a common vision and direction.

In addition, both the Behavioral Traffic Safety Section and the Traffic Engineering Section, of the TxDOT Traffic Safety 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.

In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. Under this new direction, TxDOT has updated the Fatality and Fatality Rate Performance Measure Targets for FY 2023 for the HSP.

**Evidence-based Traffic Safety Enforcement Program (TSEP)**

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
109674	2024-BexarCoD-G-1YG-0108
109588	2024-DentonPD-G-1YG-0092
109642	2024-FortBend-G-1YG-0100
109088	2024-HarrisDA-G-1YG-0090
109611	2024-HarrisDA-G-1YG-0097
109093	2024-MCDAO-G-1YG-0091
108798	2024-TABC-G-1YG-0023
108730	2024-TDPS-G-1YG-0008
112626	2024-TxDOT-G-1YG-0159
112627	2024-TxDOT-G-1YG-0160
112628	2024-TxDOT-G-1YG-0161
112642	2024-TxDOT-G-1YG-0175
112643	2024-TxDOT-G-1YG-0176

**Analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

**Crash Analysis**

Jurisdiction	DUI-KA	OP-KA	SP-KA	ITC-KA	CMV-KA	Total-KA
HOUSTON	231	185	474	573	39	1576
DALLAS	153	213	367	418	45	1128
OUTSIDE CITY LIMITS Harris County	136	167	294	295	33	865
SAN ANTONIO	128	95	192	212	20	668
FORT WORTH	47	74	183	167	18	519
AUSTIN	81	51	100	209	10	506
EL PASO	44	29	73	101	10	236
OUTSIDE CITY LIMITS Montgomery County	45	39	77	65	11	225
ARLINGTON	48	35	48	70	6	193
OUTSIDE CITY LIMITS Travis County	33	31	58	44	10	156
CORPUS CHRISTI	31	18	45	44	1	149
OUTSIDE CITY LIMITS Hidalgo County	39	39	44	46	7	136
OUTSIDE CITY LIMITS Smith County	26	35	46	30	8	135
OUTSIDE CITY LIMITS Bexar County	17	17	42	46	8	126
OUTSIDE CITY LIMITS Fort Bend County	19	28	35	51	5	126
BEAUMONT	11	14	37	35	6	117
GARLAND	16	16	39	47	5	113
OUTSIDE CITY LIMITS Brazoria County	31	25	38	29	5	112
AMARILLO	17	16	43	44	6	104
LUBBOCK	22	32	30	37	2	102
OUTSIDE CITY LIMITS Johnson County	22	20	37	21	4	102
WACO	18	11	34	51	5	102
TYLER	8	12	25	50	1	96
IRVING	23	25	42	21	5	92
PLANO	18	17	28	36	2	86

**Deployment of Resources**

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 Request for Proposal (RFP) process. In determining the maximum budget amounts, KA crashes involving DWI are weighted heaviest, followed by OP, ITC, SP and CMV. Once the analysis is complete, TxDOT identifies the “Top 25 Most Wanted” jurisdictions by total KA crash activity (chart above) and encourages its Traffic Safety Specialists to solicit the participation of those agencies, or agencies within those jurisdictions. Should TxDOT be unable to fund all agencies wishing to participate, priority will be given to the Top 25 agencies, and then to agencies in descending order as they appear on the table above until the funds are exhausted.

Any jurisdiction marked “Outside City Limits” indicates the jurisdiction of county-level enforcement agencies such as Sheriffs, Constables and the State Police, and budget amounts for those jurisdictions can 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.

Agencies develop their Operational Plans and identify their Enforcement Zones 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. The number of Enforcement Zones an agency is allowed depends on the total number of enforcement hours provided in the grant and the rate of at least 40 hours per zone per month or mobilization period, with a minimum of two Enforcement Zones per grant per agency.

### Effective Monitoring

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 may 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 any changes to the Operational Plan are generally discouraged. Any changes should be based on crash data alone.

## High-Visibility Enforcement (HVE) Strategies

### Planned HVE Strategies to support national mobilizations

Countermeasure Strategy
Impaired Driving Enforcement
Occupant Protection Enforcement
Police Traffic Services Enforcement

HVE planned activities that demonstrate the State’s support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug-impaired operation of motor vehicles and increase use of safety belts by occupant of motor vehicles:

Unique Identifier	Planned Activity Name	Activity Description
112626	2024-TxDOT-G-1YG-0159	STEP Impaired Driving Mobilization
112627	2024-TxDOT-G-1YG-0160	STEP Click It Or Ticket
112628	2024-TxDOT-G-1YG-0161	STEP Speed
112642	2024-TxDOT-G-1YG-0175	STEP Comprehensive
112643	2024-TxDOT-G-1YG-0176	STEP CMV

### Performance Plan – Performance Measures Summary

Sort Order	PM ID	Performance Measure (PM)	Target Period	Target Start Year	Target End Year	Target Value
1	C-1	Traffic Fatalities (FARS)	5 Year	2020	2024	3,567
				2021	2025	3,379
				2022	2026	3,046
2	C-2	Serious Injuries (CRIS)	5 Year	2020	2024	17,062
				2021	2025	17,062
				2022	2026	17,062
3	C-3	Fatality Rate [per 100 Million VMT] (FARS, FHWA)	5 Year	2020	2024	1.36
				2021	2025	1.28
				2022	2026	1.14
4	C-4	Unrestrained Passenger Fatalities (FARS)	Annual	2024	2024	1,100
				2025	2025	1,058
				2026	2026	1,015
5	C-5	Alcohol-Impaired Driving Fatalities [BAC of ≥ .08] (FARS)	Annual	2024	2024	1,504
				2025	2025	1,446
				2026	2026	1,389
6	C-6	Speeding Related Fatalities (FARS)	Annual	2024	2024	1,375
				2025	2025	1,322
				2026	2026	1,270
7	C-7	Motorcyclist Fatalities (FARS)	Annual	2024	2024	467
				2025	2025	449
				2026	2026	431



TEXAS TRIENNIAL HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2024 - 2026

Sort Order	PM ID	Performance Measure (PM)	Target Period	Target Start Year	Target End Year	Target Value
8	C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	2024	2024	212
				2025	2025	203
				2026	2026	195
9	C-9	Drivers Aged < 21 Involved in Fatal Crashes (FARS)	Annual	2024	2024	451
				2025	2025	434
				2026	2026	416
10	C-10	Pedestrian Fatalities (FARS)	Annual	2024	2024	736
				2025	2025	708
				2026	2026	679
11	C-11	Bicyclist Fatalities (FARS)	Annual	2024	2024	82
				2025	2025	78
				2026	2026	75
12	B-1	Observed Seat Belt Usage Rate (Survey)	Annual	2024	2024	90.10%
				2025	2025	90.20%
				2026	2026	90.30%
13	A-1	Number of Seat Belt Citations Issued During Grant Funded Enforcement Activities	No Targets Assigned			
14	A-2	Number of Impaired Driving Arrests Made During Grant Funded Enforcement Activities	No Targets Assigned			
15	A-3	Number of Speeding Citations Issued During Grant Funded Enforcement Activities	No Targets Assigned			
16	PA	Serious Injury Rate (per 100 Million VMT)	5 Year	2020	2024	6.39
				2021	2025	6.39
				2022	2026	6.39
17	PS	Non-Motorized Fatalities and Serious Inj.	5 Year	2020	2024	2,357
				2021	2025	2,357
				2022	2026	2,357

Sort Order	PM ID	Performance Measure (PM)	Target Period	Target Start Year	Target End Year	Target Value
1	EM	Students Certified as initial EMS Providers	Annual	2024	2024	75
				2025	2025	75
				2026	2026	75
2	OP	Child Passenger Restraint Usage	Annual	2024	2024	84.70%
				2025	2025	84.80%
				2026	2026	84.90%
3	PT	Distracted Driving - Fatal Crashes	Annual	2024	2024	386
				2025	2025	372
				2026	2026	357
4	RH	Fatalities in Railroad Crossing Crashes	Annual	2024	2024	20
				2025	2025	19
				2026	2026	18
5	RS	Work Zone Fatalities	Annual	2024	2024	219
				2025	2025	210
				2026	2026	202
6	RS	Large Truck Fatalities	Annual	2024	2024	478
				2025	2025	459
				2026	2026	441

Sort Order	PM ID	Performance Measure (PM)	Target Period	Target Start Year	Target End Year	Target Value
7	SA	Number of Community Coalitions	Annual	2024	2024	21
				2025	2025	22
				2026	2026	23
8	SB	School Bus Passenger Fatalities	5 Year	2020	2024	0.69
				2021	2025	0.67
				2022	2026	0.64
9	TR	Percent of Crash Reports Entered into the Database within 30 Days after the Crash	Annual	2024	2024	97.39%
				2025	2025	97.49%
				2026	2026	97.59%

**Overall Performance Target Justifications:**

The HSP performance targets were established based on our Road to Zero methodology as explained in section 2C Determining Performance Measures and Targets.

**Certification: 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.**

I certify: **Yes**

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

Seat belt citations: **8,569**  
 Fiscal Year: **2022**

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

Impaired driving arrests: **777**  
 Fiscal Year: **2022**

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

Speeding citations: **120,727**  
 Fiscal Year: **2022**

## Program Areas

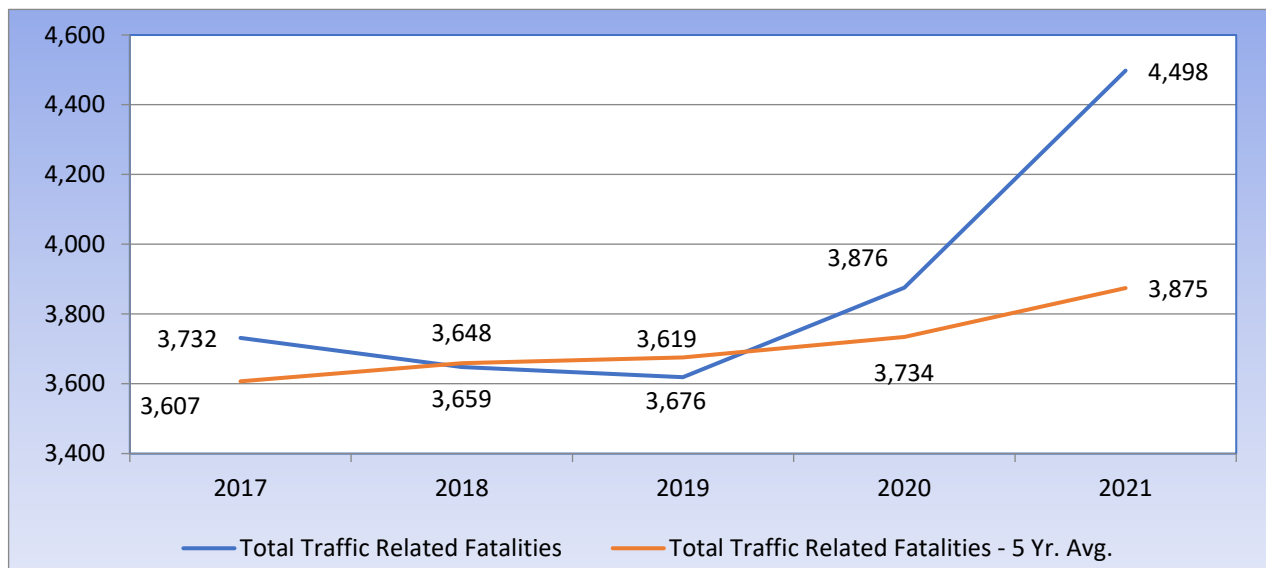
Program Area: Planning & Administration

Description of Highway Safety Problems

### Planning - P&A

**Problem ID** - The State of Texas has had 3,875 annual fatalities on average, from 2017 to 2021. FARS data shows that there was a decreasing trend from 2017 with 3,732 fatalities to 2019 with 3,619 fatalities. Unfortunately, in 2020 we experienced a substantial increase in fatalities due to the riskier behaviors people took due to the pandemic and social unrest observed around the country among others and we continue to see the results of said behaviors in 2021.

### Traffic Fatalities (C-1)



Source: Fatality Analysis Reporting System (FARS May 25th, 2023)

Single vehicle, run-off the road crashes resulted in 1,547 deaths in 2021. This was 34.40% of all motor vehicle traffic deaths in 2021. Friday, October 22nd was the deadliest day in 2021 with twenty-seven (27) persons killed in traffic crashes. August was the deadliest month with 418 persons killed. [1]

Based on reportable crashes in 2021:

- 1 person was killed every 1 hour 57 minutes
- 1 person was injured every 2 minutes 11 seconds
- 1 reportable crash occurred every 57 seconds

[1] [Texas Motor Vehicle Traffic Crash Statistics - Calendar Year 2021](#)



**Fatal and Non-Fatal Crashes  
by Hour and Day of Week**

**2022**

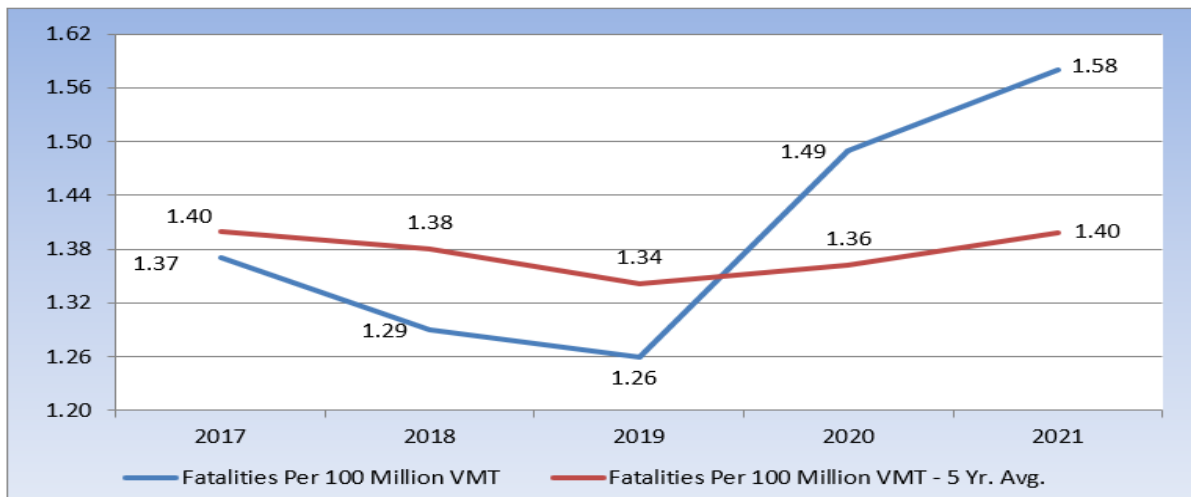
**FATAL  
CRASHES**

Crash Hour	SUN	MON	TUE	WED	THU	FRI	SAT	Total
<b>00:00 - 02:59</b>	188	73	52	51	57	90	149	<b>660</b>
<b>03:00 - 05:59</b>	108	48	46	42	45	57	67	<b>413</b>
<b>06:00 - 08:59</b>	53	54	68	68	72	58	58	<b>431</b>
<b>09:00 - 11:59</b>	42	38	44	47	53	49	52	<b>325</b>
<b>12:00 - 14:59</b>	51	60	50	56	58	50	51	<b>376</b>
<b>15:00 - 17:59</b>	74	73	71	82	73	69	76	<b>518</b>
<b>18:00 - 20:59</b>	108	67	67	86	89	87	128	<b>632</b>
<b>21:00 - 23:59</b>	102	82	90	84	93	109	122	<b>682</b>
<b>Total</b>	<b>726</b>	<b>495</b>	<b>488</b>	<b>516</b>	<b>540</b>	<b>569</b>	<b>703</b>	<b>4,037</b>

In 2022, based off CRIS data, fatal crashes in Texas were most likely to occur on Sundays with 18 percent of all fatal crashes closely followed with 17.4 percent of all fatal crashes occurring on Saturdays. The hours of 9:00 p.m. to midnight were the deadliest, with 16.9 percent 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 48.9 percent 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 timeframes.[2]

According to FARS data, 20.4 percent of persons killed in Texas were between the ages of 25 and 34 years of age in 2020. Persons aged 35 to 44 years old accounted for 14.9 percent and 45 to 54 years old account for an additional 11.8 percent. Persons between the age of 25 and 54 years old accounted for 47.1 percent of all persons killed.[3]

**Fatality Rate (C-3)**

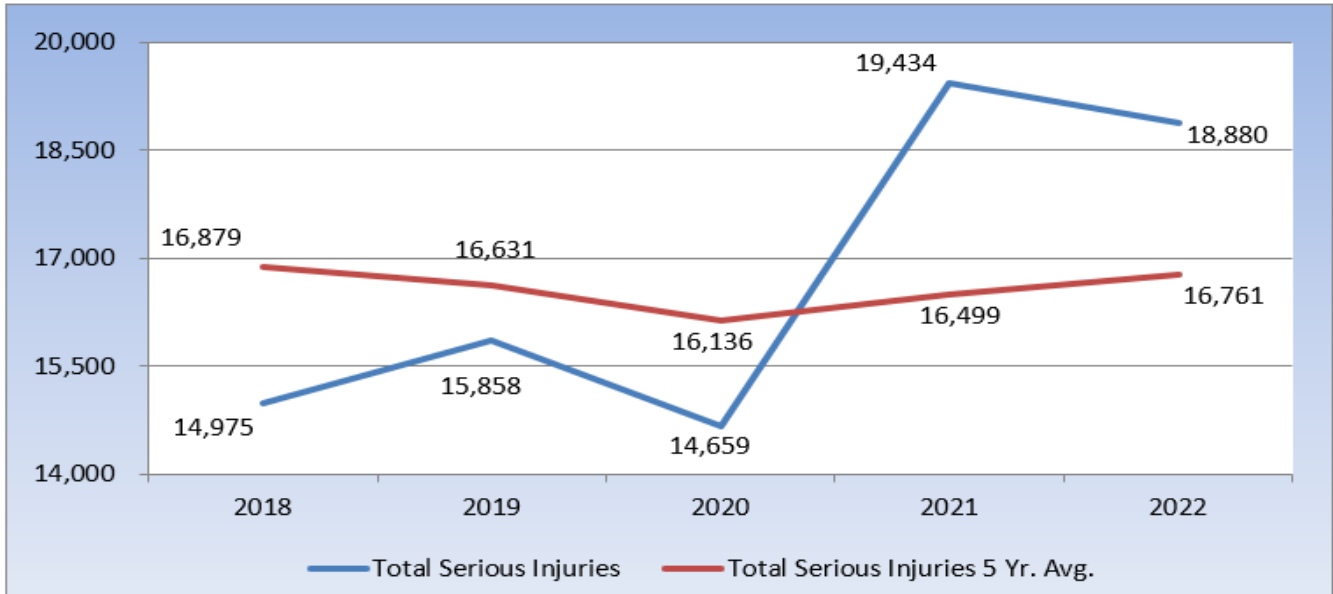


Source: Fatality Analysis Reporting System (FARS March 22, 2023)

[2] [Texas Motor Vehicle Traffic Crash Statistics - Calendar Year 2022](#)

[3] [Fatality Analysis Reporting System \(FARS May 28th, 2022\)](#)

### Serious Injuries (C-2)

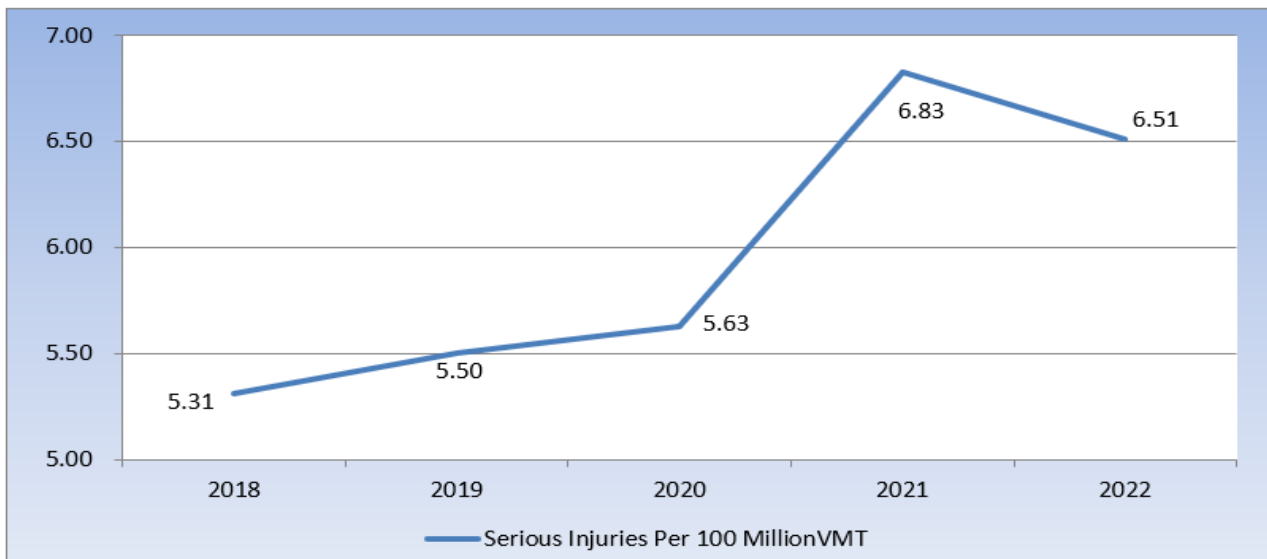


Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of March 23, 2023

Texas had seen a decrease in the number of reportable serious injuries from 2017 to 2020, unfortunately, in 2021 there was an increase of 32.6 percent compared to 2020. Regrettably, a similar increase was also noted in the fatality rate from 2020 to 2021.

Texas had a significant decrease in the number of reportable serious injuries from 2021 to 2022, as 554 fewer serious injuries were reported in 2022 in comparison to 2021.

### Serious Injury Rate



Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of March 22, 2023



**P&A Performance Measures and Target Setting** - In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area. (

<b>(C-1) Traffic Fatalities</b>	2022	2023	2024	2025	2026	2027
Target	3,272	3,159	3,046	2,933	2,820	2,708
Actual						

<b>(C-2) Serious Injuries</b>	2022	2023	2024	2025	2026	2027
Target	19,065	18,874	8,686	18,499	18,314	18,131
Actual						

<b>(C-3) Fatality Rate</b>	2022	2023	2024	2025	2026	2027
Target	1.23	1.22	1.21	1.20	1.19	1.18
Actual						

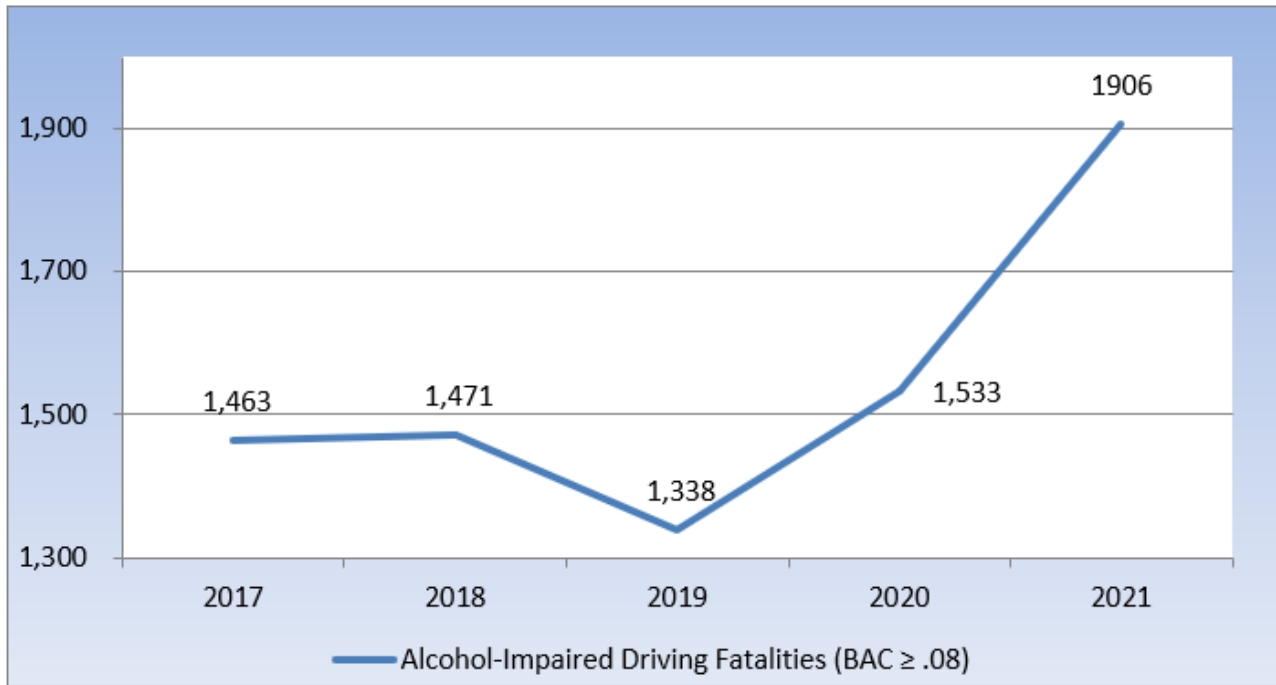
<b>Serious Injury Rate</b>	2022	2023	2024	2025	2026	2027
Target	6.47	6.37	6.27	6.17	6.07	5.97
Actual						

Program Area: Alcohol and Other Drug Countermeasures (AL)  
 Description of Highway Safety Problems

**Alcohol and Other Drug Countermeasures (AL)**

**Problem ID:** In 2021, there were 1,906 alcohol-impaired fatalities in Texas. Texas ranks in the Top 10 states nationally for the tenth consecutive year for alcohol-impaired fatalities per 100 million vehicle miles traveled and is classified as a mid-range fatality state eligible for BIL, Section 405(D) funding.

**Alcohol-Impaired Driving Fatalities - BAC ≥ .08 (C-5)**



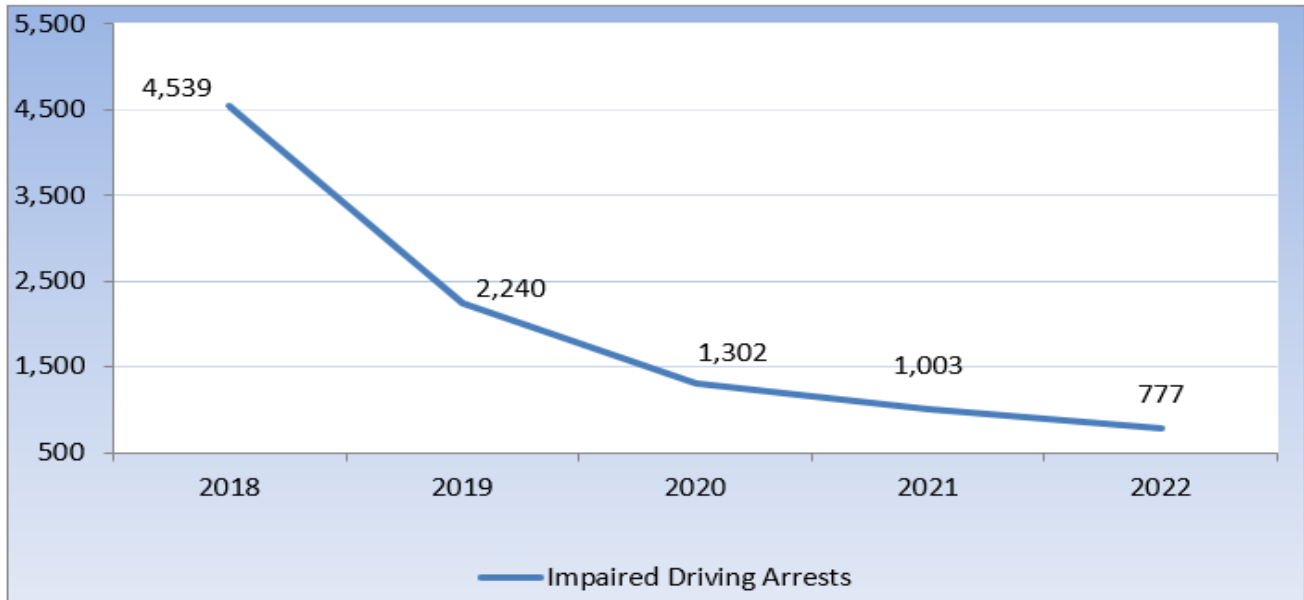
Source: Fatality Analysis Reporting System (FARS May 23rd, 2023)

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 percent by volume or above, which is the legal limit to drive within the State of Texas.

All current suggests that both fatalities and serious injuries are increasing. There may be several factors for this, many of which are addressed within projects of this HSP. These include increased EMS training to prevent serious injuries from becoming fatalities due to low training or lack of medical facilities in the area of the crash, to increased enforcement, and additional or improved reporting of BAC results in crash reports and enhancing our campaigns to reach more people.

Texas will attempt to reverse this trend by continuing to fund and support law enforcement to increase the number of impaired driving arrests during grant funded activities and educating the public on the hazards of drinking and driving.

### Impaired Driving Arrests/Funded Enforcement Activities (A-2)



Source: Department of Transportation TRF-BTS eGrants, May 31, 2023

#### AL Performance Measures and Target Setting -

TxDOT plans to continue to include elements in high-visibility enforcement, training, education, analysis, and media in the Transportation Safety Program. 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 the 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.

In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area.

(C-5) Alcohol-Impaired Driving Fatalities [BAC of ≥ .08]	2022	2023	2024	2025	2026	2027
	Target	1,620	1,562	1,504	1,446	1,389
Actual						

**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, with emphasis on the identified high risk population groups and high-risk areas/communities in the State. DWI Judicial Education, a DWI Judicial Liaison and a Traffic Safety Resource Prosecutor are also planned in FY 2024-2026 to assist the Texas with reducing DWI recidivism.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. The State has incorporated areas of focus with the projects selected to implement recommendations from the Impaired Driving Assessment conducted in FY 2015. The State is conducting an Impaired Driving Program Assessment for its impaired driving program in FY 2022.

Texas will continue to fund and support law enforcement to increase the number of impaired driving arrests during grant funded activities and focus on alcohol-impaired fatalities which continue to be a statewide problem. Funding for Enforcement as well as funding for impaired driving and drugged driving training for law enforcement officers are planned for FY 2024-2026. Those courses include Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and the Drug Recognition Enforcement (DRE) program among others. Alcohol and Other Drug Countermeasures Program activities will continue to assist the State in achieving its targets for the number of alcohol/impaired driving fatalities. The State will continue to work towards the achievement of the performance targets.

Program Area: Emergency Medical Services  
Description of Highway Safety Problems

### **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 4,498 fatalities statewide in 2021. Most of the fatalities still occur in the non-metropolitan areas of the state. Texas is still the nation's clear-cut No. 1 for the largest rural population. But it also has the second-highest urban population of 24,400,697, behind California and ahead of Florida. As a percentage of overall population, Texas is 83.7% urban, making it the nation's 15<sup>th</sup> most urban. Its closest peers in terms of the share of population living in urban areas are Maryland and Washington. By comparison, Arizona, California, and Florida have urbanized share of around 90% or more. [2] By 2021, the rural population increased to almost 10.65 percent of the total population.

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.

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.

[1] The History of EMS at NHTSA. Retrieved from <https://www.ems.gov/OEMShistory.html> in June 2017

[2] [Rice University, Kinder Institute for Urban Research](#)

TRF-BTS continually works 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-BTS 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 and certifications to become initial EMS Providers. Hopefully this will increase the chances that these professionals will be able to save more lives.

TxDOT plans to implement a new objective focused on providing student certification as initial EMS providers and continue the 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.

Texas established its performance targets based on data projections using CRIS data through our TxSTORM to pinpoint the problem areas and calculate the needs for the areas in question.

<b>Students Certified as Initial EMS Providers</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
<b>Target</b>	75	75	75	75	75
<b>Actual</b>					

**EM Impacts of Proposed Strategies –**

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, 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 for EMS provider training planned for FY 2024-2026 will assist Texas increasing the skill level of rural and frontier EMS providers.

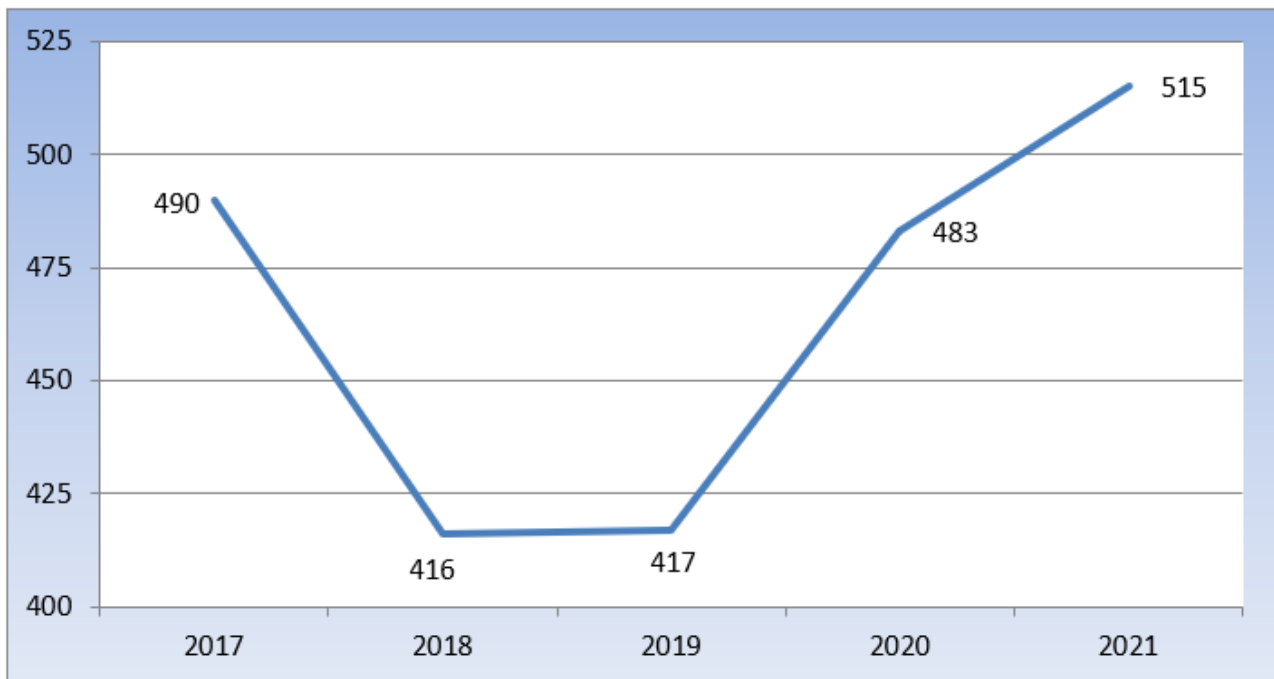
Program Area: Motorcycle Safety  
 Description of Highway Safety Problems

**Motorcycle Safety (MC)**

**Problem ID** - The State of Texas has been experiencing a steady decrease in the number of motorcyclist fatalities since 2016; however, the FARS data indicates an increase of nearly 16 percent in 2020 increasing to 483 the number of motorcyclist fatalities. Of those 483 motorcyclist fatalities, 48.2 percent were not wearing helmets.

Motorcycle crashes continue to be heavily overrepresented in the total number of motor vehicle crashes. In 2020, motorcycle registrations comprise approximately less than 2 percent of the vehicle mix in Texas, yet they account for approximately 12.5 percent of all traffic fatalities. These numbers are problematic and an overrepresentation within the total traffic mix.

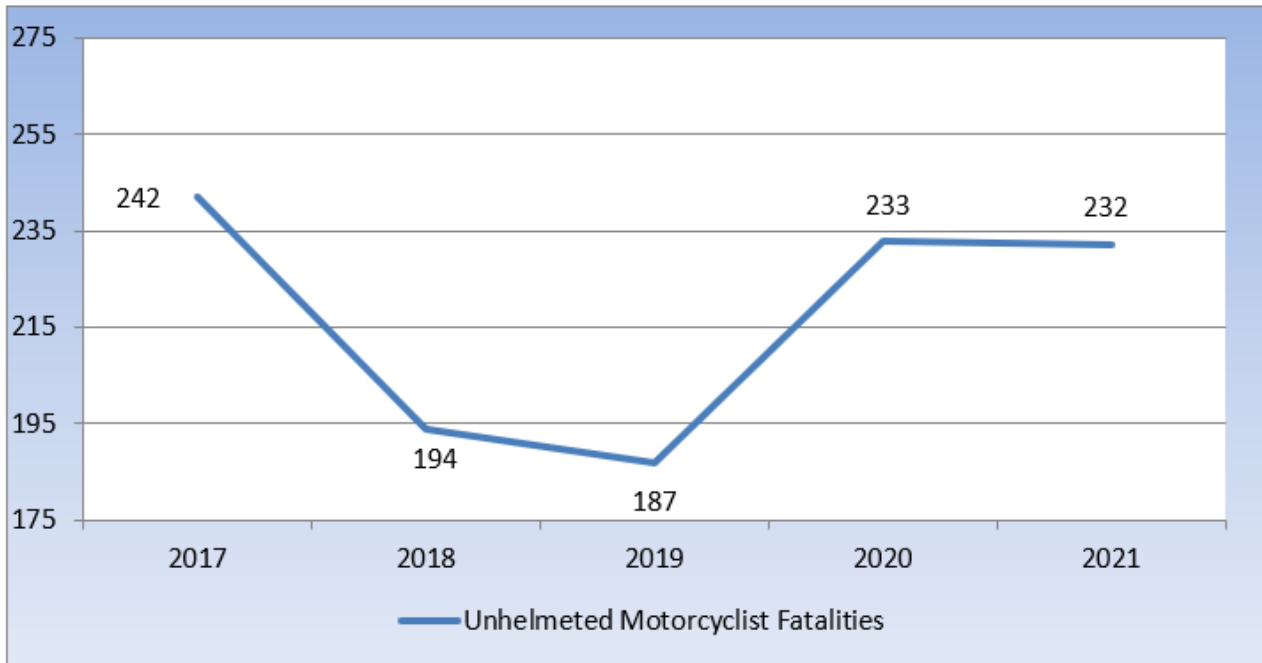
**Motorcyclist Fatalities (C-7)**



Source: Fatality Analysis Reporting System (FARS May 25th, 2023)



## Unhelmeted Motorcyclist Fatalities (C-8)



Source: Fatality Analysis Reporting System (FARS May 25th, 2023)

Fatal crashes involving unhelmeted riders continue to be an aggravating factor and we seem to continue to be moving in the wrong direction. The number of unhelmeted Motorcyclist Fatalities increased drastically in 2020 as the total number of lives lost climbed to 233 in 2020 versus 187 in 2019.

The 30-to-39-year-old age range shows the most fatalities overall of all age groups, followed by 20-to-29-year-olds.

Texas has witnessed a significant population expansion and the number of registered motorcycles has increased. The Texas Department of Motor Vehicles reports 343,292 registered motorcycles in the state in May 2022, up from 336,523 comparison to in May 2021. Additionally, there has been an increase in the number of licensed motorcycle operators in Texas. Currently within the State of Texas, there are 1,148,097 licensed motorcycle operators [1].

**MC Performance Measures and Target Setting** – TxDOT will continue to actively participate in and provide administrative support to the Texas Motorcycle Safety Coalition and work in conjunction with the 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.

[1] Report provided by Texas Department of Public Safety, Driver’s License Division, June 2023.

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.

In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area.

<b>(C-7) Motorcyclist Fatalities</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	
	<b>Target</b>	503	485	467	449	431	413
	<b>Actual</b>						

<b>(C-8) Unhelmeted Motorcyclist Fatalities</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	
	<b>Target</b>	228	220	212	203	195	187
	<b>Actual</b>						

**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 to positively impact 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 will continue to allocate \$330,000 in state funds for FY 2024-2026 to help enhance program efforts to address this problem. Funding for public education and outreach and rider safety and awareness are planned for FY 2024-2026 to assist Texas with reducing motorcycle operator and passenger fatalities and injuries.

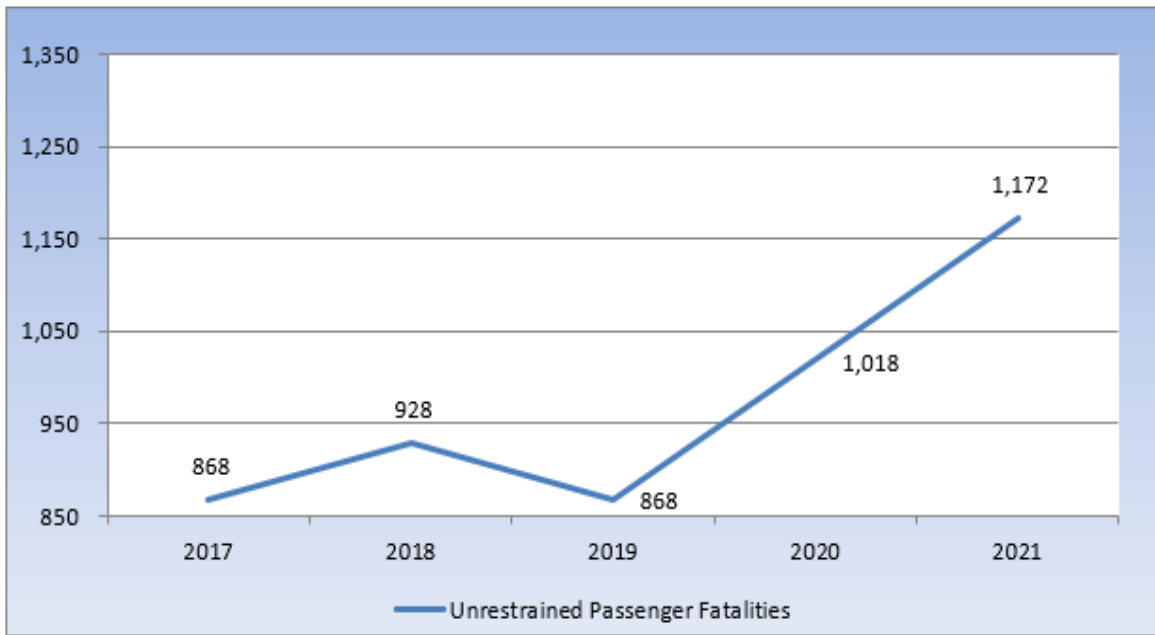
Texas will continue to focus on motorcyclist fatalities which continue to be a statewide problem. TxDOT Motorcycle Safety Program activities will continue to assist the State in achieving its targets.

Program Area: Occupant Protection (Adult and Child Passenger Safety)  
 Description of Highway Safety Problems

**Occupant Protection (OP)**

**Problem ID** – There were 1,172 fatalities involving unrestrained occupants in Texas in 2022, which is an increase from the 1,018 that occurred in 2020. The 1,172 unrestrained fatalities, represent 26 percent of the fatalities where restraint usage was applicable and known.

**Unrestrained Passenger Fatalities (C-4)**

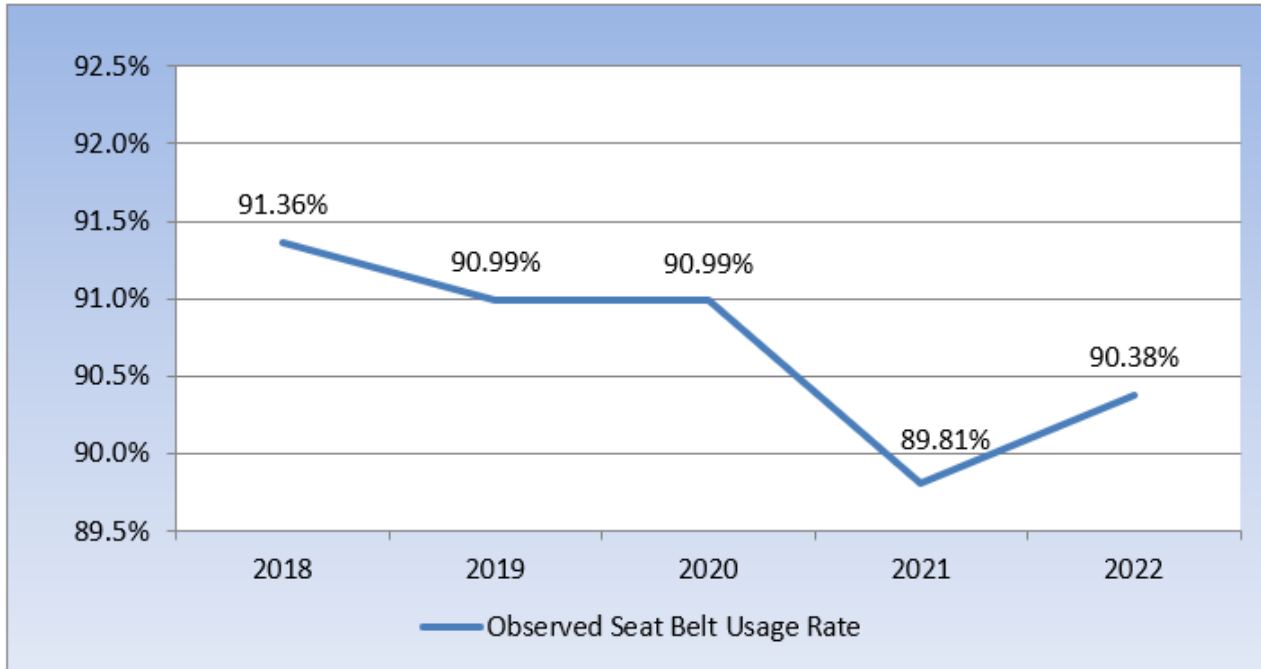


Source: Fatality Analysis Reporting System (FARS May 25th, 2023)

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 2022, Texas had a seat belt usage rate of 90.38 percent [1].

1] 2022 Texas Statewide Survey of Seat Belt Use, Texas A&M University Transportation Institute, September 2022

### Observed Seat Belt Use in Texas



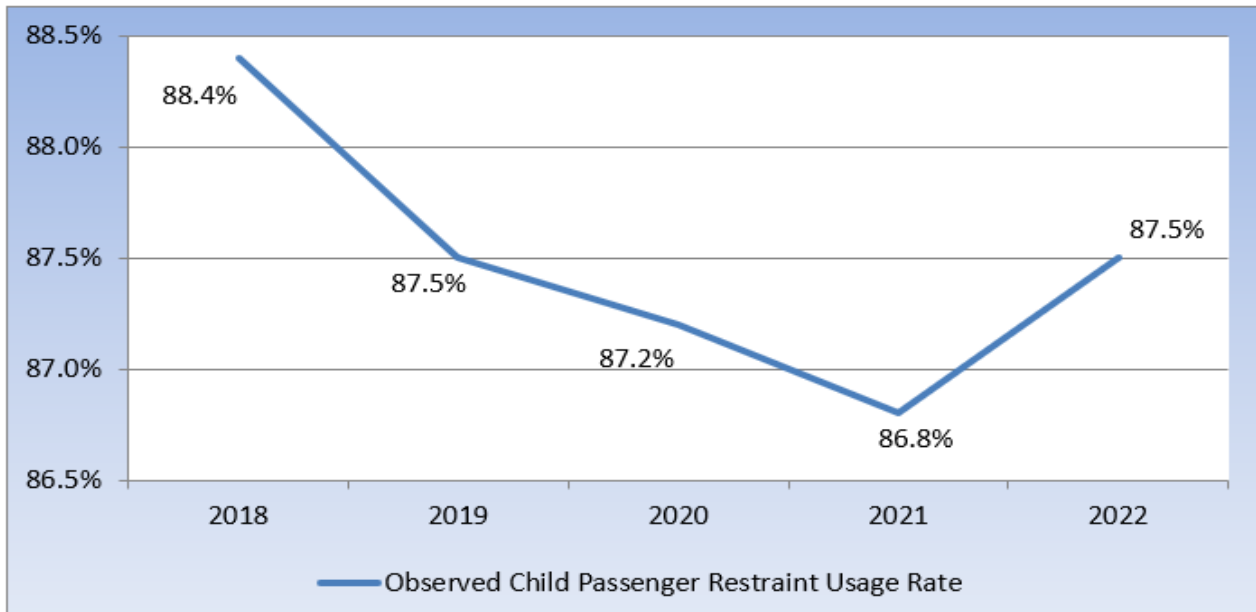
Source: Texas A&M University Transportation Institute (TTI), Statewide Survey, September 2022

Overall, female drivers and passengers had higher safety belt usage rates than males. Passengers were more likely to be buckled up when the driver was buckled up. The age group with the highest driver seat belt use was seniors while the lowest while belt use was among drivers estimated as between 20-60 years old. The highest driver seat belt use rate was observed among senior female drivers and the lowest among teen males. This year both male and female senior passengers had the highest passenger belt use rate.

Driver and passenger seat belt use was observed to be higher for car drivers and passengers than for pickup truck occupants. Driver and passenger belt use in cars was 88.9 percent and 89.6 percent, respectively, while in pickups the driver and passenger use percentages were 86.0 percent and 87.3 percent, respectively. The difference for all occupants by vehicle type was 2.9 percentage points, with car occupants belted more often than pickup occupants [1].

[1] 2022 Texas Statewide Survey of Seat Belt Use, Texas A&M University Transportation Institute, Sept. 2022

## Observed Child Passenger Restraint Usage Rate



*Source: Texas A&M University Transportation Institute (TTI), Child Restraint Use Survey, September 2022*

The 2022 survey of child restraint usage revealed that 87.5 percent of children were restrained in a child safety seat or seat belt in some manner. This is an increase from the rate of 86.8 percent observed in 2021. 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[1].

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.

[1] 2022 Survey of Child Restraint Use, Texas A&M University Transportation Institute, September 2022

**OP Performance Measures and Target Setting** - 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.

In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area.

<b>(C-4) Unrestrained Passenger Fatalities</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	
	<b>Target</b>	1,185	1,142	1,100	1,058	1,015	973
	<b>Actual</b>						

<b>Observed Seat Belt Usage Rate</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	
	<b>Target</b>	89.90%	90.00%	90.10%	90.20%	90.30%	90.40%
	<b>Actual</b>						

<b>Child Passenger Restraint Usage</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	
	<b>Target</b>	84.50%	84.60%	84.70%	84.80%	84.90%	85.00%
	<b>Actual</b>						

**OP Impacts of Proposed Strategies** - 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, 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, installation and distribution of child passenger safety are planned for FY 2024-FY 2026 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 awareness of the dangers of unrestrained vehicle occupants. 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 its targets for unrestrained driving fatalities.

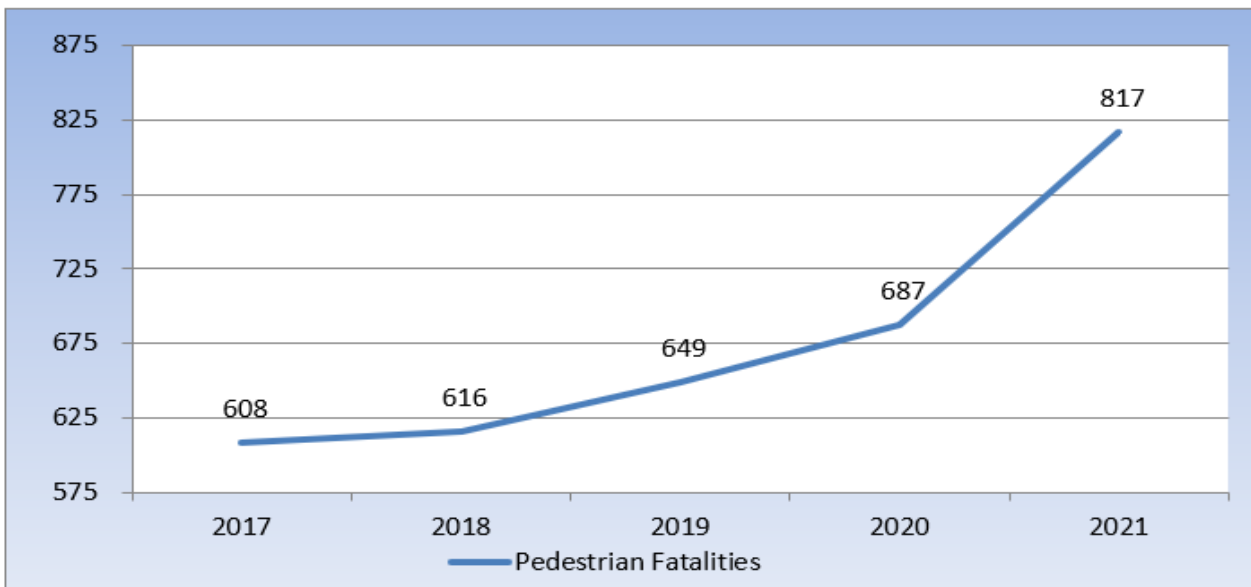
Program Area: Non-motorized (Pedestrians and Bicyclist)  
 Description of Highway Safety Problems

**Pedestrian and Bicycle Safety (PS)**

**Problem ID** - In recent years, the number of pedestrian fatalities in the United States has grown sharply. During the 10-year period from 2011 to 2021, the biggest change is in pedestrian and bicyclist fatalities as a proportion of overall traffic fatalities, increasing by 63.0 percent. In 2021, pedestrian fatalities accounted for 17.7 percent of all traffic fatalities [1].

Texas recorded 425 pedestrian fatalities in 2011. In 2021, Texas recorded 817 pedestrian fatalities, which is a significant increase of 61.6 percent since 2011. A vast majority of these fatalities were recorded in urban areas of the State, specifically Houston, Austin, Dallas, Fort Worth, and San Antonio.

**Pedestrian Fatalities (C-10)**



Source: Fatality Analysis Reporting System (FARS May 25th, 2023)

[1] [Fatality Analysis Reporting System \(FARS\)](#)

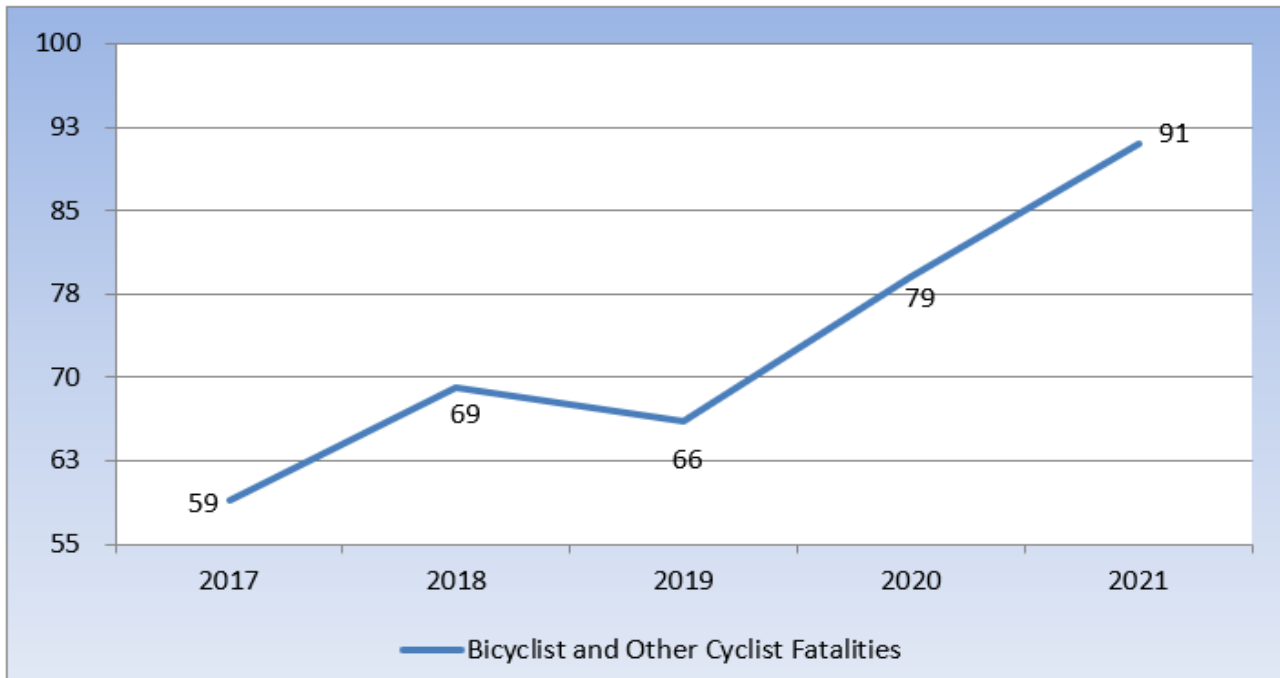


In the United States, there were 966 bicyclists killed in traffic crashes in the in 2021. [1]

Although bicyclist deaths have decreased 4 percent since 1975, they have increased 55 percent since reaching their lowest point in 2010. Most bicyclist deaths in 2021 (90 percent) were among people age 20 and older. Deaths among bicyclists younger than 20 have declined 90 percent since 1975, while deaths among bicyclist 20 and older have quadrupled. In every year since 1975, many more male than female bicyclists were killed in crashes with motor vehicles. The decline since 1975 was far greater for females than for males (34 percent vs. less than 1 percent, respectively). [2.]

Bicyclists accounted for about 2.0 percent of all Texas fatalities in 2021. There were 91 bicyclist fatalities in Texas in 2021, an increase of 12 fatalities from 2020, when 79 bicyclists were killed in Texas.

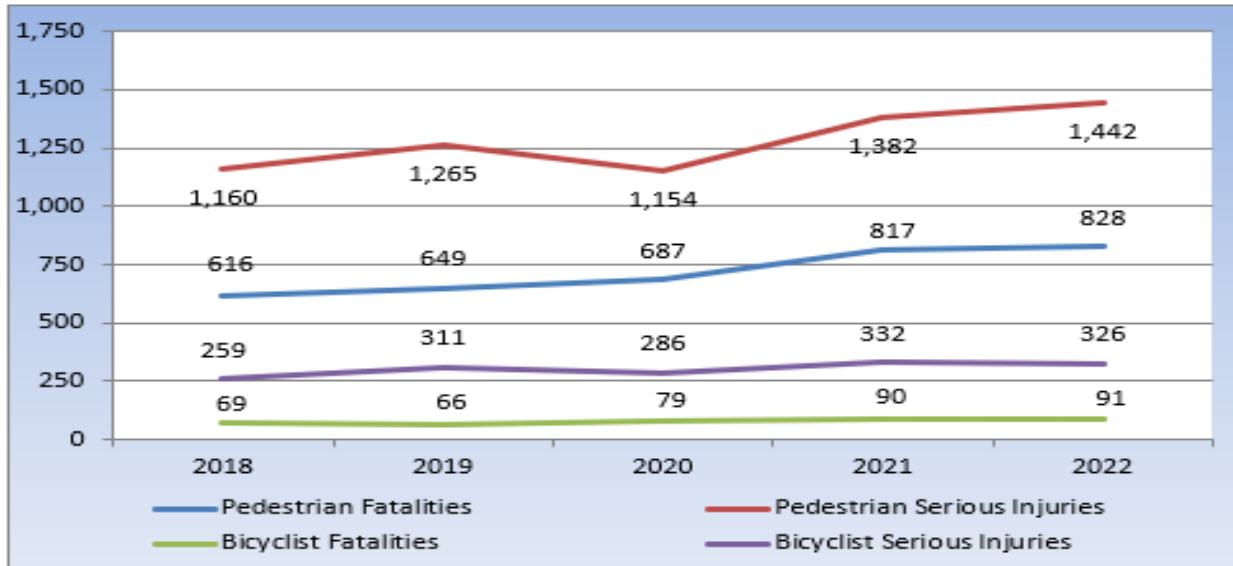
### Bicyclist Fatalities (C-11)



Source: Fatality Analysis Reporting System (FARS May 25th, 2023)

[2] IIHS [Bicycle Facts 2021](#)

### Non-Motorized Fatalities and Serious Injuries



*contained in this report represents reportable data collected from Texas Peace Officers Crash Reports CR-3) received and processed by the Department of Transportation as of March 22, 2023*

**PS Performance Measures and Target Setting** - 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.

In working towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission, below are the performance measures for this program area.

<b>(C-10) Pedestrian Fatalities</b>	2022	2023	2024	2025	2026	2027	
	Target	1,185	1,142	1,100	1,058	1,015	973
	Actual						

<b>(C-11) Bicyclist Fatalities</b>	2022	2023	2024	2025	2026	2027	
	Target	1,185	1,142	1,100	1,058	1,015	973
	Actual						
<b>Non-motorized Fatalities and Serious Injuries</b>	2022	2023	2024	2025	2026	2027	
	Target	1,185	1,142	1,100	1,058	1,015	973
	Actual						

**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 FY 2022 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 its targets for pedestrian and bicycle fatalities. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Program Area: Police Traffic Services  
Description of Highway Safety Problems

**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.

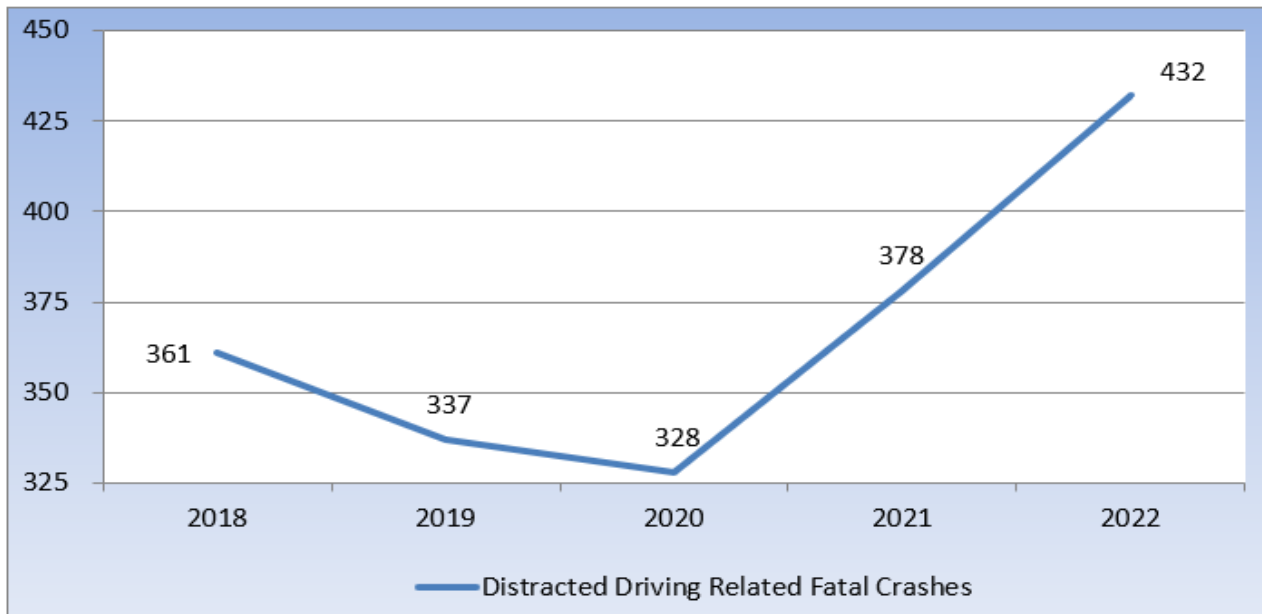
The premise of the STEP model is that an individual's discomfort or fear of being stopped for a traffic safety violation outweighs the desire not to comply with the law. Like any good deterrence program designed to change motorists' behavior, STEPs are conducted throughout the year to maintain positive 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 and the Occupant Protection 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.

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.

## Distracted Driving Related Fatal Crashes



*Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of June 16, 2023.*

**PT Performance Measures and Target Setting** - 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.

**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 FY 2024-2026 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 its targets. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

Program Area: Speed Management  
 Description of Highway Safety Problems

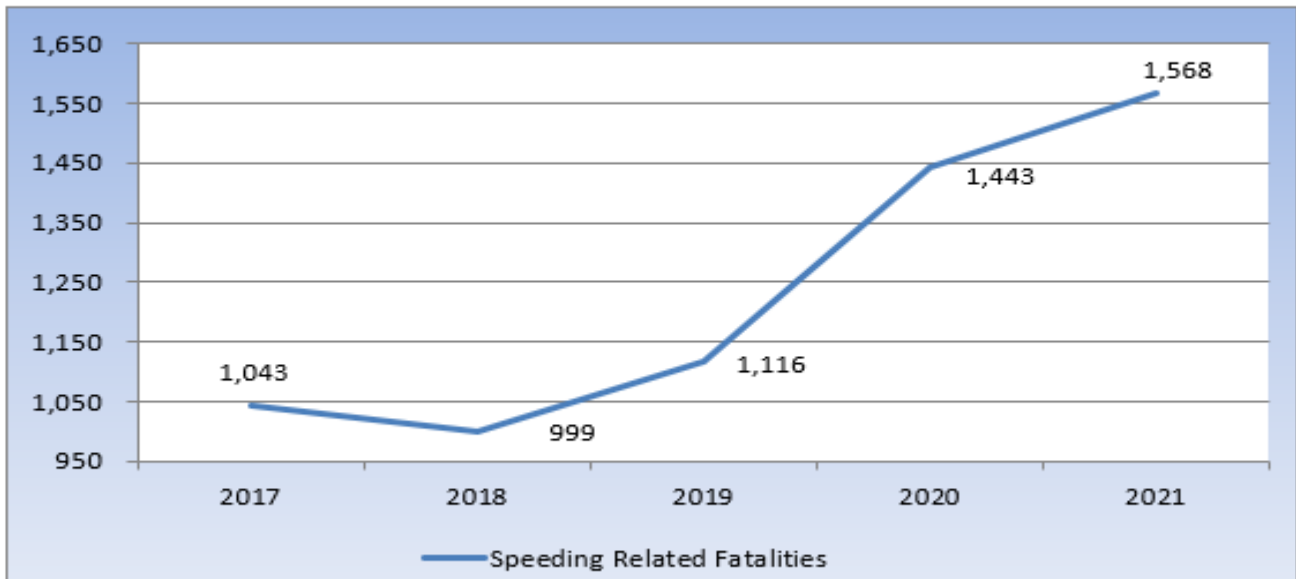
**Speed Control (SC)**

**Problem ID** – Speeding continues to be an aggravating factor in fatality crashes within the State of Texas. In 2021, more than 4,400 people died on Texas roadways. What is especially alarming is that speed is now the #1 contributing factor when it comes to crashes in Texas, and in 2021, speeding drivers were responsible for one third of all traffic fatalities in our state.

Texas averages more than 1,500 traffic crashes every single day – that’s a crash roughly every minute. And an average of 450 of these crashes every day in Texas is caused by motorists driving too fast.

In 2021, 1,568 related deaths were reported, compared to 1,443 deaths in 2020. Both 2020 and 2021 increased drastically in comparison to 2019, in which there were 1,116 speed related deaths.

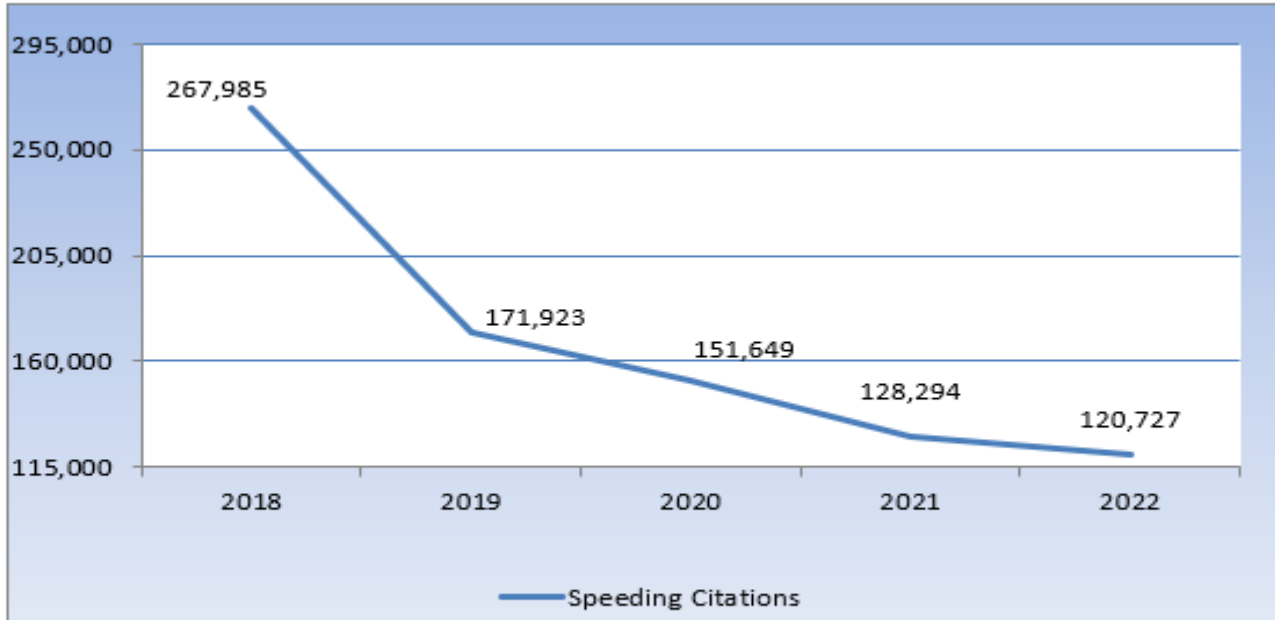
**Speeding Related Fatalities (C-6)**



Source: Fatality Analysis Reporting System (FARS May 25th, 2023)



### Speeding Citations Issued/Funded Enforcement (A-3)



Source: Department of Transportation TRF-BTS eGrants, May 31, 2023

Speeding can be very dangerous – for all the traveling public. Motorists need to ease up on the gas and not take chances with their lives or someone else’s. In Texas our campaign asks people to Be safe and drive smart so everyone can get where they’re going safely.

#### SC Performance Measures and Target Setting –

TxDOT is partnering with law enforcement agencies across Texas on a Program we call – Operation Slow Down. Law enforcement will be stepping up their efforts especially in the month of June to enforce speed limits on city streets and the state’s highways. In addition to enforcing speed laws, Operation Slow Down means law enforcement across the state will be joining everyone out on the roads, reminding drivers what a safe speed looks like. It’s not five miles per hour over the speed limit. It’s not ten miles per hour over the speed limit, and it’s definitely not any faster than that. Sometimes it’s less than the speed limit, depending on conditions.

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.

**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 FY 2024-FY 2026 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 its targets. The State is confident that proposed levels of funding and activities will allow for continued achievement of the performance targets.

## Program Area: Traffic Records

### Description of Highway Safety Problems

#### 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 24/7/365 Help Desk assistance to law enforcement officers and the general public CRIS/CRASH-related questions.

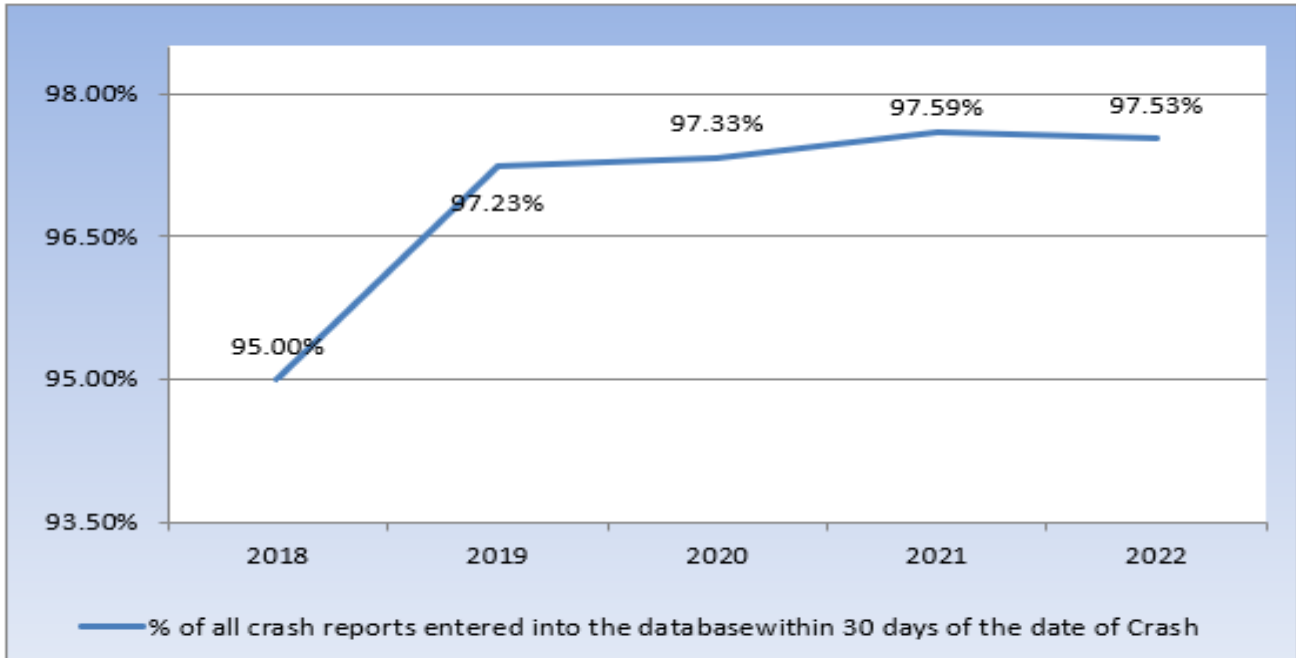
In addition to CRASH, law enforcement agencies can connect to CRIS through third-party vendors, called submission services, to submit records electronically. As of April 2019, 97.6 percent of crash reports are being submitted electronically, leaving 2.4% percent in paper records. CRIS also has Crash 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 in May of 2018, which updated Texas' highway safety data and traffic records system to address each recommendation from an assessment conducted in March of 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 percentage of all crash reports entered into the database (available for reporting) within 30 days after the crash has increased from 95.00 percent in 2014, to 97.53 percent in 2022.

**% Crash Reports entered into Database within 30 days of Crash**



*Source: FY 2022 Texas Traffic Records Information System (TSIS) Strategic Plan*

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-BTS 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 timelier 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 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.

**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 FY 2022 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 its targets. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

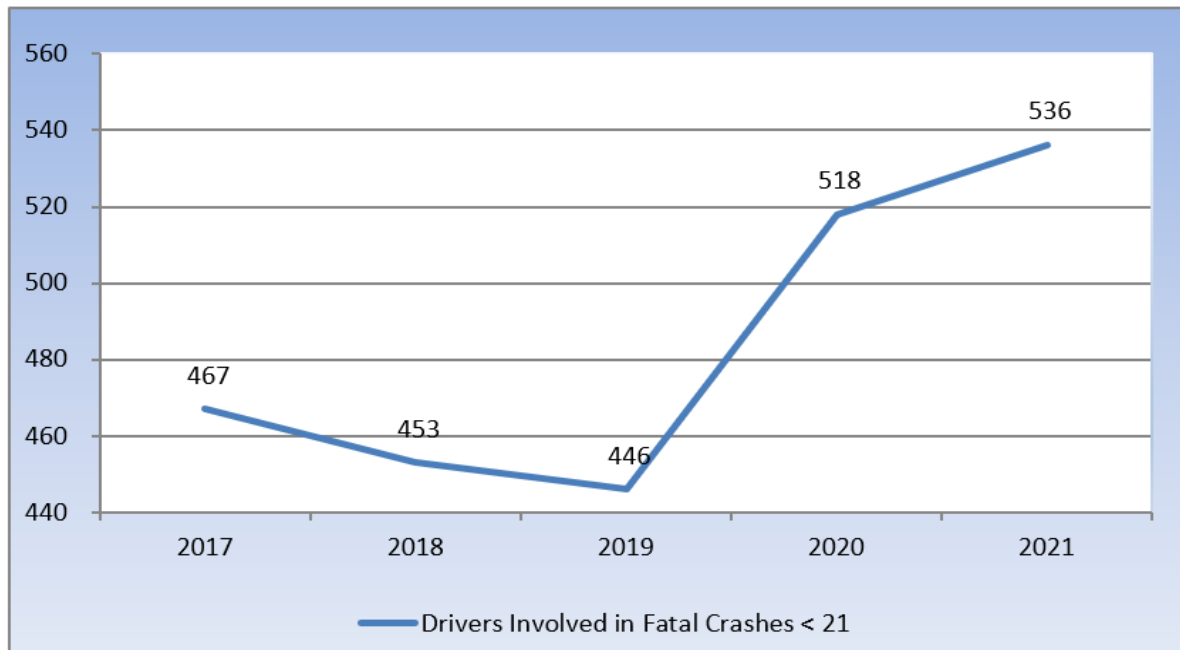
Program Area: Driver Education and Behavior  
 Description of Highway Safety Problems

**Driver Education and Behavior (DE)**

**Problem ID** - Motor vehicle crashes are the second leading cause of death for U.S. teens. Teen motor vehicle crashes are preventable, and proven strategies can improve the safety of young drivers on the road. In 2021, almost 2,400 teens in the United States aged 13–19 were killed, and about 258,000 were treated in emergency departments for injuries suffered in motor vehicle crashes. That means that every day, about seven teens aged 13–19 died due to motor vehicle crashes, and hundreds more were injured. In addition, motor vehicle crash deaths among teens 15–19 years of age resulted in about \$4.8 billion in medical and work loss costs for crashes that occurred in 2018[1].

The risk of motor vehicle crashes is higher among teens aged 16–19 than among any other age group. In fact, per mile driven, teen drivers in this age group are nearly three times as likely as drivers aged 20 or older to be in a fatal crash[2].

**Drivers Involved in Fatal Crashes - Under 21 (C-9)**



Source: Fatality Analysis Reporting System (FARS May 25th, 2023)

[1] Centers for Disease Control and Prevention (CDC), National Center for Injury Prevention and Control (NCIPC). WISQARS (Web-based Injury Statistics Query and Reporting System). U.S. Department of Health and Human Services. Available at: [www.cdc.gov/injury/wisqars/index.html](http://www.cdc.gov/injury/wisqars/index.html).

[2] Insurance Institute for Highway Safety (IIHS). Fatality Facts 2021: Teenagers. Highway Loss Data Institute; May 2023. Available at: <https://www.iihs.org/topics/fatality-statistics/detail/teenagers>



FARS data for 2021 indicates that the number of drivers under 21 involved in fatal crashes increased from 518 in 2020 to 536 in 2021. Younger drivers are overrepresented in fatality and serious injury data at the state and national level.

**DE Performance Measures and Target Setting** - 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.

**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 FY 2024-2026 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 its targets.

## Program Area: Railroad Safety

### Description of Highway Safety Problems

#### Railroad Safety (RH)

##### Problem ID –

Railroad deaths totaled 893 in 2021, a 20% increase from the 2020 revised total of 744 and the highest since 2007. Nonfatal injuries totaled 5,781, a 4% increase from the 2020 revised total of 5,544. From 2020 to 2021, fatalities at highway-rail crossings increased 21%, while fatalities involving other types of incidents increased 20%. The latter included 617 deaths (94%) attributed to trespassers. Eleven employees were killed while on duty, equal to the 2020 death toll. There were six train passenger deaths, up from two deaths in 2020.

The ratio of railroad-related deaths to nonfatal injuries and illnesses is about 1:6. In 2021, of the total 893 deaths, 26% occurred at rail-crossings. Of the 3,216 nonfatal occupational railroad injuries and illnesses reported in 2021, 66 were attributed to highway-rail crossing incidents.

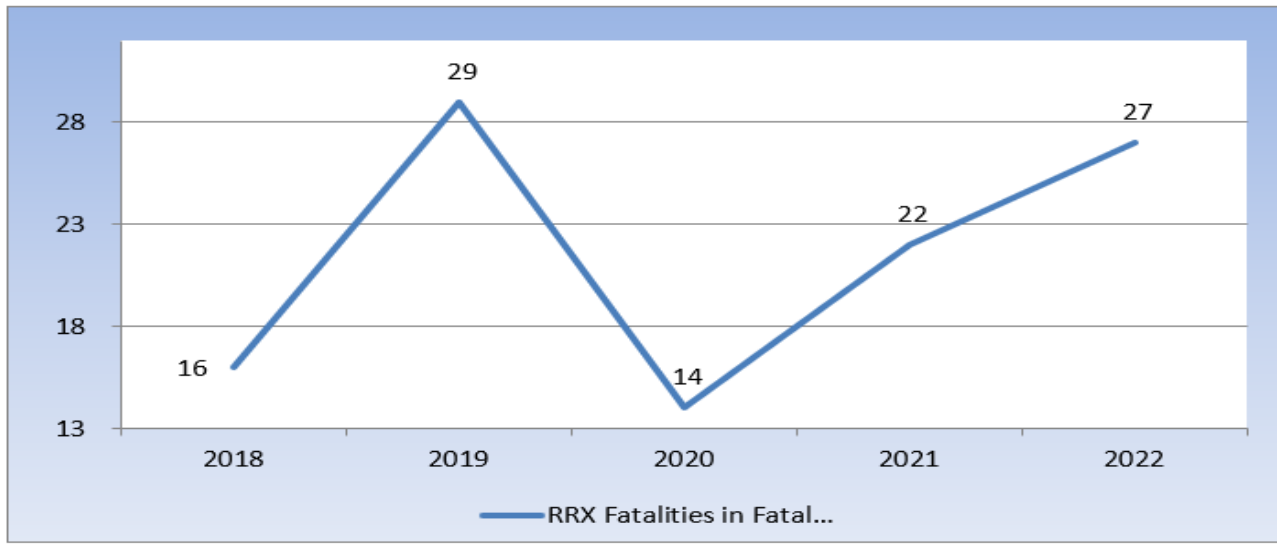
According to Federal Railroad Administration (FRA) statistics, 2,193 highway-rail grade crossing collisions occurred in 2022. Texas ranks first in the nation with 242 collisions, 31 deaths and 76 injuries of which 59 deaths and 84 injuries were pedestrian trespassers. [2]

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 increase the potential for vehicular crashes or a pedestrian facility/injury involving rail mounted equipment.

[1] [NSC - Railroad Deaths and Injuries](#)

[2] Operation LifeSaver – Collisions and Fatalities by Year and State

### Railroad Fatalities in Railroad Crossing Fatal Crashes



*Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the department of Transportation as of March 22, 2023.*

Per the American Association of Railroads (AAR), there are currently 10,460 miles of freight railroad track in Texas. Texas has the most public grade crossings of any other state. The state of Texas ranks first for the number of railroad tracks and public railroad crossings. Texas has 15 percent more railroad crossings than the second highest state which is Illinois with 7,825 followed by California, Kansas and Ohio is fourth[1]. Operating railroads in Texas reported the second highest number of fatalities at public crossings. Railroads operating in California reported the most pedestrian fatalities, while Texas has 36 percent 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.

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.

**RH Performance Measures and Target Setting** - 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.

[1] Railroad Crossing Facts. <http://www.angelsontrack.org/cts/ctsfacts.html>

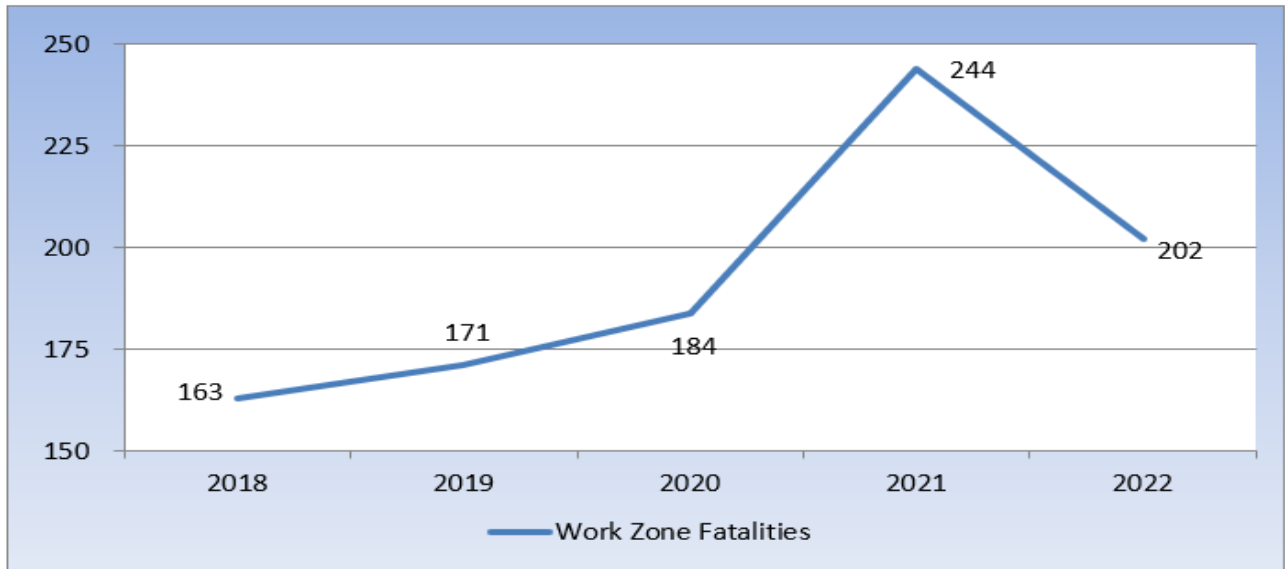
Program Area: Roadway Safety/Traffic Engineering  
 Description of Highway Safety Problems

**Roadway Safety (RS)**

**Problem ID** - In recent years, the number of active TxDOT work zones has been as high as 3,400 active road construction and maintenance work zones. In 2022, more than 25,000 traffic crashes occurred in work zones in Texas, resulting in 205 fatalities. Another 788 people were seriously injured.

Drivers and their passengers account for the majority of those involved in fatal work zone crashes. In 2022, 175 motorists and vehicle passengers were killed in Texas work zones. One construction workers and 27 pedestrians and two bicyclists were also killed. [1]

**State of Texas: Work Zone Fatalities**



*Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of March 22, 2023*

As roadway maintenance and construction efforts continue to address a state population that grows by about 1,200 people per day, drivers should expect to encounter a work zone at any time.

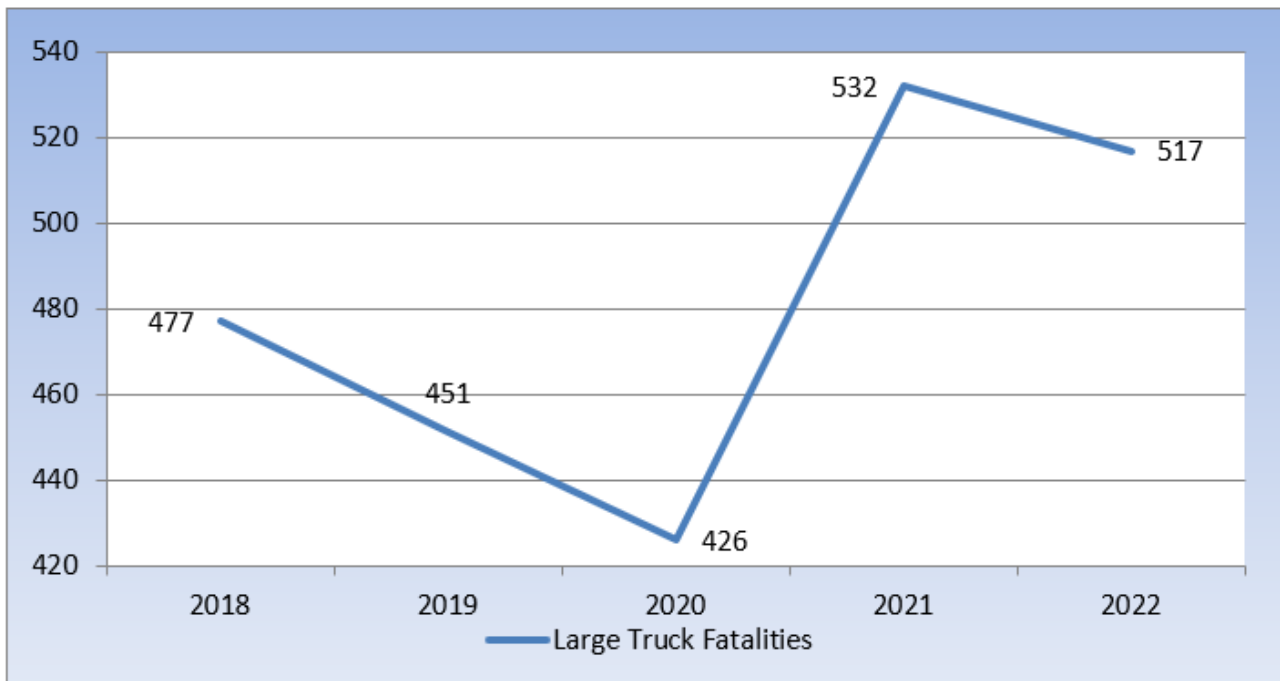
[1] [TxDOT Work Zones](#)

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 driving in work zones.

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 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.

### State of Texas: Large Truck Related Fatalities



*Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of March 22, 2023.*

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 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.

**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 FY 2024-2026 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 its targets. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

## Program Area: Community Traffic Safety Program

### Description of Highway Safety Problems

#### **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, planning to address the issues using proven methods, and measuring success.

Unintentional injuries are the third 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 22 TxDOT managed traffic safety coalitions that are not federally funded.

[1] Centers for Disease Control and Prevention. <https://www.cdc.gov/nchs/fastats/accidental-injury.htm>

**SA Performance Measures and Target Setting** - TxDOT plans to implement a more resilient community coalitions program to increase the number of coalitions on a local level. TxDOT will continue to 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.

TxDOT is involved in a great number of coalitions across the state. TxDOT-led community coalitions will remain at the same level going forward. The calculations used to set targets in other program

areas are not applicable to be used in this particular category. Texas will instead maintain the same number of coalitions per year.

**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 FY 2024-2026 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 its targets. The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.



Program Area: School Bus Safety  
 Description of Highway Safety Problems

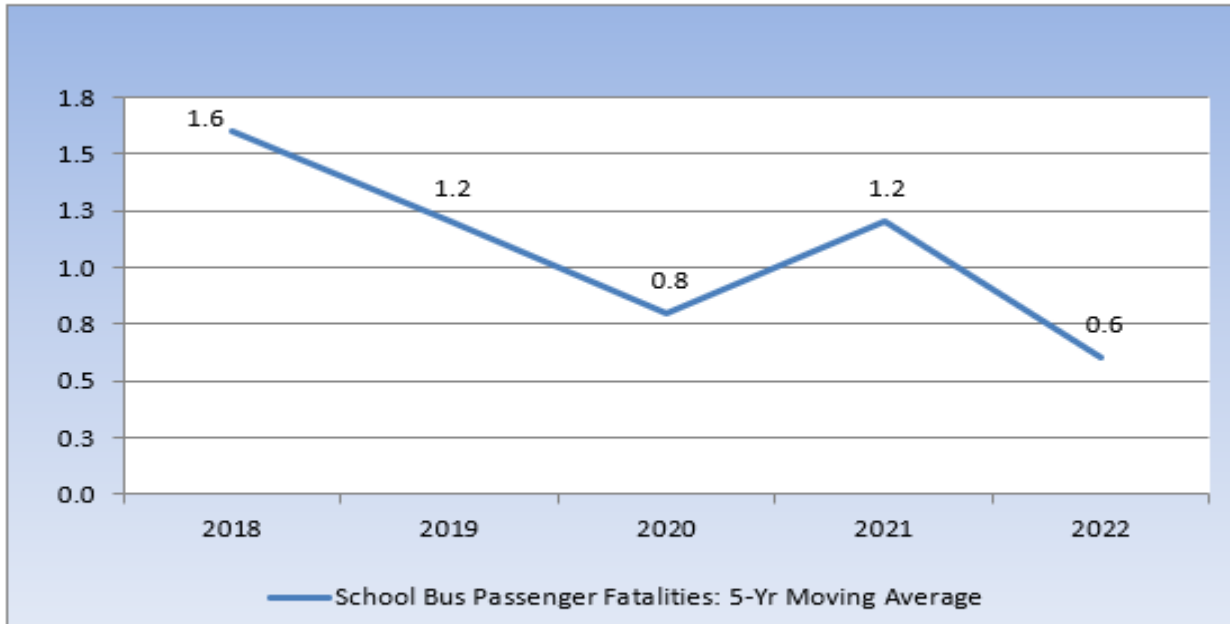
**School Bus Safety (SB)**

**Problem ID** - Nationwide, an estimated 480,000 school buses provide transportation services daily. Approximately 22.6 million school children ride school buses each day in the U.S., at least twice a day, with an average of 57 percent of students transported [1].

Over half (52 percent) of the school age pedestrians killed in school transportation-related crashes from 2011 to 2020 were 5 to 10 years old. More school-age pedestrians were killed from 7 a.m. to 7:59 a.m. and from 3 p.m. to 3:59 p.m. than any other hours of the day [2].

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.

**State of Texas: School Bus Passenger Fatalities**



*Source: CRIS. Information contained in this report represents reportable data collected from Texas Peace Officers Crash Reports (CR-3) received and processed by the Department of Transportation as of March 22, 2023.*

[1] [School Bus 2021 Fact Book. School Bus Fleet](#)

[2] NHTSA Traffic Safety Facts 2011-2020 Data

**SB Performance Measures and Target Setting** - 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.

**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 FY 2024-2026 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 its targets.

The State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

## Countermeasure Strategies for Programming Funds

TRF-BTS 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. All performance 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 2024-FY 2026 performance measures, targets, and projects for each of the program areas are listed in this HSP.

## Alcohol and Other Drug Counter Measures Enforcement

### Problem

In 2020 The National Highway Traffic Administration (NHTSA) reported 11,654 vehicle crash fatalities where alcohol impairment was a factor.[i] That number is up from the previous year by over 14%. [i] NHTSA also reported that in 2020 over 1,000 pedestrians and 120 pedalcyclists were killed in crashes where at least one driver was alcohol-impaired.[ii; iii] Of those impaired drivers involved in a fatal crash, 84% had a blood alcohol content (BAC) level of .08 or above.[i] The legal BAC limit to drive in 49 states is .08, thus giving grounds for potential criminal prosecution on at least 84% of these crashes. Blood evidence is crucial when investigating these types of cases and officers are challenged with obtaining evidence that is disappearing as the body begins to metabolize the alcohol. Warrants need to be written and blood needs to be drawn quickly. After legal blood draws are obtained, they are sent to laboratories for testing and can tell us whether the blood possesses ethanol, a controlled substance, both, or none of the above.

### Countermeasures

- Bexar County No-Refusal Initiative
- Denton PD DWI Phlebotomy Program
- Evidential Drug, Blood and Breath Alcohol Toxicology Testing
- Intoxication Source Prevention
- Search Warrants Stop Impaired Drivers: Harris County District Attorney's Office No Refusal Program
- Search Warrants Stop Impaired Drivers: MCDAO No Refusal Program
- STEP Impaired Driving Mobilization
- Stop Impaired Drivers: Fort Bend County District Attorney's No Refusal Program
- Texas Alcoholic Beverage Commission DUI and DWI Reduction Project

### Target

- To Achieve 60 decrease in average turnaround time for drug toxicology cases after receipt
- To Acquire 900 Blood Samples from Driving While Intoxicated (DWI) refusal suspects during No Refusal Operations
- To Arrest 12900 individuals charged with misdemeanor DWI related offenses
- To Attend 27 local Traffic JAM meetings.
- To Collect 1980 DWI blood draws between the hours of 8pm and 6am, done in-house safely and to save time.
- To Collect 36 Data sets obtained pursuant to blood search warrants executed monthly
- To Complete 285 blood alcohol cases submitted to the crime laboratory within 30 days of receipt
- To Conduct 204 outreach activities to educate the public on No Refusal and Driving While Intoxicated (DWI)
- To Conduct 30000 inspections at licensed alcoholic beverage locations
- To Conduct 360 No Refusal Enforcement Operations during the fiscal year
- To Conduct 45 Press Release/Media Events About the No Refusal Program
- To Conduct 45 Training Sessions to Local Law Enforcement and Retailers
- To Coordinate 432 Shifts of No Refusal
- To Coordinate 69 Nights of No Refusal operations
- To Distribute 30 Press Release /Media Events about the Intoxication Source Investigation & Prevention Program
- To Educate 9000 employees of TABC licensed locations about the alcoholic beverage laws and responsible service

- To Evaluate 3000 Driving While Intoxicated (DWI) arrests for the suitability of getting a blood warrant
- To Evaluate 450 cases to determine the effect of No Refusal Operations on time to get blood draw
- To Obtain 4500 pleas on misd DWI cases, reducing the number of hours police officers are required to testify
- To Obtain 4575 convictions on cases of those individuals charged with misdemeanor DWI
- To Obtain 6000 voluntary breathalyzer tests from those arrested for misdemeanor DWI offenses
- To Participate in 150 Criminal Complaints Filed Against Alcohol Source Establishments and/or Individuals
- To Produce 15 video course series to train the public and retail staff
- To Produce 21 Press releases/events about the No Refusal Program
- To Produce 36 press releases for local media on a monthly basis with data related to the No Refusal program
- To Provide 3450 Blood Search Warrants to Arresting and DWI Officers
- To Train 12000 commissioned peace officers on alcoholic beverage enforcement operations/laws
- To Train 36 groups of law enforcement officers or agencies on Driving While Intoxicated (DWI) and No Refusal
- To Train 375 Local law enforcement with intoxicated driving training events
- To Utilize 300 Blood search warrants or consensual blood draws against DWI suspects

#### Estimated 3-year Funding Allocation

Section 402	\$419,832.00
Section 405D	\$7,979,126.61

#### Strategy to Project Considerations

- Improve adjudication and processing of DWI cases through improved training for judges, administrative license rev judges, prosecutors, and probation officers.
- Improve and increase training for law enforcement officers.
- Improve anti-DWI public information and education campaigns including appropriate bilingual campaigns.
- Improve DWI processing procedures.
- Improve education programs on alcohol and driving for youth.
- Increase and sustain enforcement of traffic safety-related laws.
- Increase and sustain high visibility enforcement of DWI laws.
- Increase enforcement of driving under the influence by minors laws.
- Increase intervention efforts.
- Increase public education and information campaigns regarding enforcement activities.
- Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education and driving.
- Increase the number of law enforcement task forces and coordinated enforcement campaigns.
- Increase the use of warrants for mandatory blood draws.
- Provide technical and managerial support to local law enforcement agencies and highway safety professionals.
- Review and update program procedures as needed.

## Alcohol and Other Drug Counter Measures Evaluation

### Problem

Alcohol impaired crashes reach every community in Texas. According to the Texas Peace Officers Crash Report (CR-3), in 2018 there were 940 fatality crashes involving DUI. Of these, 618 were DUI drivers, 133 passengers in vehicles driven by DUI drivers, 136 persons in vehicles not driven by DUI drivers, and 53 pedestrians and pedal cyclists. These numbers prove that impaired driving not only affects DUI drivers, but also tragically impacts the lives of others. Of the 940 deaths in 2018, 58 drivers statewide involved in DUI fatal crashes were under the age of 21. According to the Crash Report Online System for the Texas Department of Transportation (TxDOT), there were 27,036 alcohol involved crashes, affecting a total of 187,805 persons statewide (2018).

### Countermeasures

- Blood Alcohol Concentration (BAC) Reporting in Texas: Improving ME Office and County Performance
- Is It Worth It?: Speaking Up About Drinking and Drugged Driving
- Texas Impaired Driving Task Force

### Target

- To Administer 750 Is It Worth It? participant pre/post questionnaires to participants ages 15+
- To Conduct 24 Is It Worth It? youth programs at middle and high school events
- To Conduct 9 Simulations with driving simulator and/or impaired goggles on UTMB campuses
- To Coordinate 15 Is It Worth It? programs on college campuses
- To Coordinate 6 Is It Worth It driving simulators and/or impaired goggles during Red Ribbon Week
- To Distribute 12 Texas Impaired Driving Task Force newsletters
- To Evaluate 75 jurisdictions' BAC reporting procedures
- To Support 12 Texas Impaired Driving Task Force Meetings
- To Support 45 death investigators with missing toxicology reports

### Estimated 3-year Funding Allocation

Section 402	\$1,177,094.07
Section 405D	\$251,997.99

### Strategy to Project Considerations

- Conduct periodic project monitoring and evaluation of traffic safety activities.
- Conduct public information and education campaigns related to distracted driving.
- Educate the public and stakeholders on the use of interlock devices and other alcohol monitoring technologies for offenders.
- Ensure availability of program and project management training.
- Improve adjudication and processing of DWI cases through improved training for judges, administrative license rev judges, prosecutors, and probation officers.
- Improve and increase training for law enforcement officers.
- Improve anti-DWI public information and education campaigns including appropriate bilingual campaigns.
- Improve DWI processing procedures.
- Improve education programs on alcohol and driving for youth.
- Increase and sustain high visibility enforcement of DWI laws.

- Increase enforcement of driving under the influence by minors laws.
- Increase intervention efforts.
- Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education and driving.
- Increase the number of law enforcement task forces and coordinated enforcement campaigns.
- Increase the use of warrants for mandatory blood draws.
- Increase training for anti-DWI advocates.
- Maintain coordination of traffic safety efforts and provide technical assistance.
- Perform accurate accounting and efficient reimbursement processing.
- Provide procedures and training on highway safety planning and project development.
- Provide technical assistance and support for the Strategic Highway Safety Plan.
- Provide training and assistance for local and statewide traffic safety problem identification.
- Review and update program procedures as needed.

## Alcohol and Other Drug Counter Measures Public Information and Education

### Countermeasures

- Comprehensive Underage Drinking Prevention Program (UDPP)
- Deterring Impaired Driving & Underage Drinking Amongst Youth Through Statewide Peer-to-Peer Programs
- Drug-Free Council (DFC) expansion for Polk County
- Drug-Free Council (DFC) expansion for Southern Cherokee County
- El Paso DAO Get A Ride Home
- Project Celebration
- Statewide Impaired Driving Campaign
- Statewide Youth Leadership Council and Youth-focused Mini-Conference to Reduce Impaired Driving
- Texas A&M AgriLife Extension Watch UR BAC Alcohol and Drug Awareness Program.

### Target

- To Collect 36 months of underage drinking/DUI-crash statistics in Travis, Hays and Williamson Counties and US
- To Conduct 12 Underage Drinking Prevention Task Force Meetings
- To Conduct 144 Reality Education For Drivers programs to increase traffic safety education for drivers ages 15–25
- To Conduct 24 programs to educate law enforcement/security officers on current alcohol and drug trends
- To Conduct 30 demonstrations on the use of ignition interlock and/or other alcohol monitoring technologies
- To Conduct 90 parent/adult programs to increase the awareness of alcohol and drug trends
- To Conduct 900 classes of underage drinking prevention/anti-DWI presentations to youth and adults
- To Coordinate 12 opportunities for Youth Leadership Council (YLC) development and public education
- To Coordinate 24 youth leadership meetings of the Teen and Collegiate Advisory Boards focused on traffic safety
- To Coordinate 45 alcohol retailer visits to Southern Cherokee County
- To Coordinate 96 alcohol compliance checks in conjunction with the Polk County Sheriff's Department
- To Create 240 social media posts and/or public outreach articles for information dissemination
- To Educate 225 adults and parents on the danger of underage alcohol use
- To Educate 300 adults and parents on the danger of underage alcohol use
- To Educate 6 Law Enforcement agencies regarding the ride-share program
- To Educate 600 youth on the dangers of alcohol use through presentations
- To Educate 900 youth on the dangers of alcohol use through presentations
- To Implement 12 Health-education based workshops focused on impaired driving (virtual or in-person)
- To Implement 6 new Drug-Free Council (DFC) student groups for Polk County
- To Implement 6 new Drug-Free Council (DFC) student groups for Southern Cherokee County
- To Maintain 27 established social media platforms' presences and continue to increase outreach on all platforms.
- To Maintain 36 partnerships with agencies that can collaborate with UDPP on underage drinking prevention
- To Maintain 6 award programs for top TDS and UDS program schools completing traffic safety outreach
- To Participate in 60 impaired driving prevention outreach activities (online or in-person)
- To Participate in 90 community events in Travis, Hays and Williamson Counties
- To Participate in 900 programs to educate the public about the dangers of impaired driving and underage drinking



- To Provide 1200 youth with alternative activities and information regarding the dangers of underage alcohol use
- To Provide 1500 youth with alternative activities and information regarding the dangers of underage alcohol use
- To Provide 30 counties or cities with an initiative to increase intervention efforts and reduce impaired driving
- To Provide 600 student teams with age-appropriate Zero Tolerance and Other Drug resource kits
- To Provide 9000 informational posters and flyers to restaurant/bars with ride-share information
- To Purchase 7200 ride share credits for patrons who have consumed alcohol and need to get home safe
- To Send 9 informational packets to 3 social media outlets
- To Support 12 Anti-DWI public information and education campaigns to reduce impaired driving

Estimated 3-year Funding Allocation

Section 402	\$4,518,854.49
Section 405D	\$10,768,799.64
Section State	\$750,000.00

Strategy to Project Considerations

- Conduct and assist local, state and national traffic safety campaigns.
- Develop and implement public information and education efforts on traffic safety issues.
- Educate the public and stakeholders on the use of interlock devices and other alcohol monitoring technologies for offenders.
- Improve and increase training for law enforcement officers.
- Improve anti-DWI public information and education campaigns including appropriate bilingual campaigns.
- Improve education programs on alcohol and driving for youth.
- Improve public information and education on the value of not operating a motorcycle while under the influence of a other drugs.
- Increase enforcement of driving under the influence by minors laws.
- Increase intervention efforts by healthcare professionals, teachers, and all safety advocates.
- Increase intervention efforts.
- Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education and driving.
- Increase the number of law enforcement task forces and coordinated enforcement campaigns.
- Increase training for anti-DWI advocates.
- Provide community training on speed-related issues.

## Alcohol and Other Drug Counter Measures Training

### Problem

The 2022 National Highway Traffic Safety Administration's (NHTSA) report, "A Compilation of Motor Vehicle Crash Data" states 11,654 people died on the nation's roadways in alcohol impaired driving crashes. This accounts for 30% of all motor vehicle traffic fatalities. This is a 14% increase from 2019. Texas led the nation with 1,495 alcohol related traffic fatalities, an 11% increase from 2019. 39% of all fatal crashes in Texas are alcohol related. To compare, California had 1,159 alcohol related traffic fatalities, representing 30% of all fatal crashes. Florida, 871, representing 26% of all fatal crashes. (1)

### Countermeasures

- County Judges Impaired Driving Liaison Project
- Drug Recognition Expert (DRE), ARIDE, Regional DWI Training
- DWI Resource Prosecutor
- Essential Education: Marijuana and Driving
- Minor in Possession Adjudicated Programming (MIPAP): An Evidence-based, Online, and Immersive Course
- Mothers Against Drunk Driving, Texas 'Take the Wheel Initiative'
- Municipal Traffic Safety Initiatives
- SFST Refresher, Practitioner, Instructor, Adv.DWI Investigation & Enforcement, DITEP,FRIDAY Training
- Texas Ignition Interlock Training, Outreach, and Evaluation Program
- Texas Judicial Resource Liaison and Impaired Driving Judicial Education
- Texas Justice Court Traffic Safety Initiative
- Training and Assistance for Criminal Justice Professionals on DWI Treatment Interventions

### Target

- To Complete 54 ignition interlock trainings for criminal justice system personnel
- To Complete 6 focus groups to identify how probation officers enhance probationers' motivation
- To Conduct 12 train the trainer trainings with safety coalitions or other appropriate organizations
- To Conduct 1200 Law Enforcement Outreach (LEO) activities statewide.
- To Conduct 135 Advanced Roadside Impaired Driving Enforcement (ARIDE) courses for Texas peace officers
- To Conduct 21 Law Enforcement Recognition and Award Activities
- To Conduct 27 impaired driving education breakout sessions at TCJ Conferences
- To Conduct 300 Community Outreach Activities informing members of the public on the dangers of DWI/DUI.
- To Conduct 36 DRE In-Service training courses
- To Conduct 48 training courses on traffic safety issues to judicial professionals based on MTSI concepts
- To Conduct 5112 hours of impaired driving and/or drug impairment training
- To Conduct 6 DWI Court Team Conferences
- To Conduct 6 DWI Summit meetings
- To Conduct 6 presentations to traffic safety stakeholders on the dangers of marijuana-impaired driving.
- To Conduct 6 trainings for judges, community correction departments, jailers, and public defenders
- To Conduct 6 week-long Prosecutor Trial Skills programs and provide students with publications
- To Conduct 78 regional DWI programs for prosecutors and police officers

- To Conduct 9 DRE Certification Schools
- To Conduct 9 Specialized DWI related training courses
- To Conduct 9 teacher trainings for educators based on MTSI concepts
- To Conduct 9 trainings for traffic safety stakeholders, & community on impaired driving and mental health
- To Coordinate 21 Impaired Driving Roundtables for Law Enforcement and Community Stakeholders.
- To Distribute 30 multi-media “articles related to project areas to all clientele
- To Educate 1080 Constitutional County Judges
- To Educate 3900 Parents and Other Adults on the Power of Parents Program.
- To Educate 51000 Teens, Youth and Young Adults in Power of Youth.
- To Implement 60 Program Area DWI/DUI Underage Drinking Prevention awareness/PR/Communication Initiatives.
- To Participate in 600 Community Coalition/Taskforce Meetings/Partnership Activities in support of DWI/DUI prevention.
- To Participate in 9 outreach events to educate target audience about ignition interlock devices
- To Produce 12 traffic safety related articles in TMCEC's quarterly legal journal based on MTSI concepts
- To Produce 6 curriculum updates based on new materials about marijuana and driving for the general public
- To Produce 6 revisions to the online training materials for individuals to educate the public on marijuana.
- To Provide 18 hours of education to at least 15 judges at new judge seminars in three stages
- To Provide 36 hours of instruction to judges and court personnel through in-person or virtual and online programs
- To Provide 6 publications to all Texas Prosecutors or all Texas prosecutor offices
- To Provide 6 Resources for impaired driving adjudication assistance to county judges
- To Update 6 units of MTSI curriculum and resources
- To Update 9 in-person ignition interlock curriculums and instructor handbooks

Estimated 3-year Funding Allocation

Section 402	\$2,444,816.25
Section 405D	\$14,252,710.35

Strategy to Project Considerations

- Concentrate efforts on historically low use populations.
- Conduct and assist local, state and national traffic safety campaigns.
- Conduct periodic project monitoring and evaluation of traffic safety activities.
- Conduct public information and education campaigns related to distracted driving.
- Develop and implement public information and education efforts on traffic safety issues.
- Educate the public and stakeholders on the use of interlock devices and other alcohol monitoring technologies for offenders.
- Ensure availability of program and project management training.
- Improve adjudication and processing of DWI cases through improved training for judges, administrative license rev judges, prosecutors, and probation officers.
- Improve and increase training for law enforcement officers.
- Improve anti-DWI public information and education campaigns including appropriate bilingual campaigns.
- Improve DWI processing procedures.
- Improve education programs on alcohol and driving for youth.

- 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 a other drugs.
- Increase and sustain high visibility enforcement of DWI laws.
- Increase enforcement of driving under the influence by minors laws.
- Increase intervention efforts by healthcare professionals, teachers, and all safety advocates.
- Increase intervention efforts.
- Increase occupant protection education, training, and awareness of safety belt issues for law enforcement, judges prosecutors.
- Increase public education and information campaigns regarding enforcement activities.
- Increase public education and information on railroad/highway crossing safety.
- Increase public education and information on roadway safety.
- Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education and driving.
- Increase public information and education campaigns.
- Increase public information and education concerning speed-related issues.
- Increase public information and education efforts on state laws applicable to pedestrian and bicycle safety.
- Increase public information and education on distracted driving related traffic issues
- Increase public information and education on intersection related traffic issues.
- Increase public information and education on sharing the road with large trucks
- Increase the number of law enforcement task forces and coordinated enforcement campaigns.
- Increase the use of warrants for mandatory blood draws.
- Increase training for anti-DWI advocates.
- Perform accurate accounting and efficient reimbursement processing.
- Provide procedures and training on highway safety planning and project development.
- Provide public information and education campaigns to promote safe motor vehicle operations around school buse
- Provide technical assistance and support for the Strategic Highway Safety Plan.
- Provide training and assistance for local and statewide traffic safety problem identification.
- Provide training on roadway safety issues.
- Review and update program procedures as needed.

## Driver Education and Behavior Evaluation

### Problem

The National Highway Traffic Safety Administration (NHTSA) conducts an annual cell phone survey as part of the National Occupant Protection Use Survey (NOPUS). The survey is a nationwide probability-based sample in which data are collected by observation. The most recent survey results of the 2021 survey were released in August 2022. According to the report, texting was measured at 3.4% and hand-held cell phone use was at 2.5% in 2021. NHTSA estimates that these percentages, in addition to drivers using hands free devices, translate into approximately 7.6 percent of drivers in a typical daylight moment in 2021 using a phone of some type while driving [1].

### Countermeasures

- Statewide and Urban Area Mobile Communication Device Use Surveys
- Statewide Driver Attitude and Awareness Survey

### Target

- To Conduct 54 City surveys of driver cell phone use in Texas

### Estimated 3-year Funding Allocation

Section 402	\$448,500.00
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### Strategy to Project Considerations

- Conduct and assist local, state and national traffic safety campaigns.
- Implement and evaluate countermeasures to reduce the incidence of distracted driving.

## Driver Education and Behavior Public Information and Education

### Countermeasures

- Distracted Driving Talk. Text. Crash.. Public Information and Education Campaign
- Statewide Peer-to-Peer Traffic Safety Program for Youth ages 11 to 25
- Traffic Safety Improvement of Senior Drivers in Texas

### Target

- To Administer 9 program evaluation/measurements (distracted driving, seat belt use, driver behavior) at YTS schools
- To Complete 24 Educational Sessions at the Top 5 Communities Experiencing High Volume of Crashes
- To Conduct 75 interactive safe driving leadership presentations, delivered by speaker Tyson Dever
- To Coordinate 6 opportunities in Peer Leadership for YTS student teams and partners
- To Provide 645 student teams in Texas with age-appropriate resource kits and educational best practice instructions

### Estimated 3-year Funding Allocation

Section 402	\$6,365,019.00
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### Strategy to Project Considerations

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

## Driver Education and Behavior Training

### Problem

Motor vehicle crashes are the leading killer of children, teens, and young adults (ages 5 to 34) and among the top ten causes of death for all ages. Texas experienced an increase in the number of motor vehicle traffic fatalities. According to Texas motor vehicle crash statistics, the 2021 death toll of 4,489 was an increase of 15.22% from the 3,896 deaths recorded in 2020. The Fatality Rate on Texas roadways increased 4.17% from 2020. Pedestrian fatalities totaled 824 in 2021.

### Countermeasures

- Drug-Free All Star (DFAS) & Drug-Free Council (DFC) for Angelina County
- Our Driving Concern: Texas Employer Transportation Safety
- Texas Traffic SAFETY Education Staff Improvement Program. Safety Alliance For Educating Texas Youth

### Target

- To Analyze 750 Pre & Post Assessments to determine overall effectiveness of Staff Improvement Program
- To Complete 6 Project Sticker Shock campaigns (educational campaigns to warn adults of alcohol consequences)
- To Conduct 27 Continuing Education Trainings for Driver Education Instructors
- To Conduct 6 Advisory Committee meetings
- To Coordinate 120 alcohol compliance checks in conjunction with the Angelina County Sheriff's Department
- To Educate 1500 youth on the dangers of alcohol use through presentations
- To Educate 900 adults and parents on the danger of underage alcohol use
- To Establish 6 new Drug-Free Council student groups as an expansion of the Drug-Free All Star program
- To Maintain 6 Drug-Free Council (DFC) student groups
- To Provide 12 Driver Education Phase 1 License On Line Courses
- To Provide 150 educational opportunities to employers, employees, associations, coalitions & other program partners
- To Provide 3900 youth with alternative activities and information regarding the dangers of underage alcohol use

### Estimated 3-year Funding Allocation

Section 402	\$2,456,997.75
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### Strategy to Project Considerations

- Conduct and assist local, state and national traffic safety campaigns.
- Conduct public information and education campaigns related to distracted driving.
- Develop and implement public information and education efforts on traffic safety issues.
- Improve anti-DWI public information and education campaigns including appropriate bilingual campaigns.
- Improve education programs on alcohol and driving for youth.
- Increase intervention efforts by healthcare professionals, teachers, and all safety advocates.
- Increase intervention efforts.
- Increase public education and information on roadway safety.
- Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education and driving.
- Increase public information and education campaigns.

- Increase public information and education concerning speed-related issues.
- Increase training for anti-DWI advocates.
- Provide community training on speed-related issues.
- Provide training on roadway safety issues.



## Emergency Medical Services Training

### Problem

There were 38,824 people killed in motor vehicle traffic crashes on U.S. roadways during 2020. This is the largest number of fatalities since 2007. It also represents a 6.8-percent increase from 36,355 fatalities in 2019, or 2,469 more people killed in traffic crashes in 2020. Note that 2020 was a leap year and there were 112 fatalities on February 29, 2020. The fatality rate per 100 million vehicle miles traveled (VMT) increased by 21 percent from 1.11 in 2019 to 1.34 in 2020, which is the largest percentage increase on record. Key findings from 2019 to 2020: • Fatalities increased and injured people decreased in most categories. • Speeding-related, alcohol-impaired-driving, and seat belt non-use fatalities increased. • Rural fatalities increased by 2.3 percent.

### Countermeasures

- Rural/Frontier EMS Education Grant

### Target

- To Attend 15 meetings and/or conferences focusing on schools and school districts.
- To Attend 36 Conference /Meetings to promote and distribute information about the grant.
- To Certify 240 students as initial EMS Providers.
- To Conduct 75 EMS initial education courses with at least 10 students per course.
- To Conduct 750 hours of continuing education (CE) training.
- To Maintain 18 TEEX/ESTI Rural/ Frontier EMS Education website
- To Train 900 students who will complete an initial EMS education course.

### Estimated 3-year Funding Allocation

Section 402	\$941,063.82
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### Strategy to Project Considerations

- To increase the availability of EMS training in rural and frontier areas.

## Motorcycle Safety Public Information and Education

### Countermeasures

- Motorcycle Safety Awareness Look Twice for Motorcycles PI&E Campaign (Federal)
- Motorcycle Safety Awareness Look Twice for Motorcycles. PI&E Campaign (State)
- Statewide Motorist Awareness and Motorcyclist Safety Outreach and Support
- Unlicensed to Ride: Encouraging Motorcyclists to Complete Training and Licensing

### Target

- To Attend 9 Statewide Motorist and Motorcyclist Events to Distribute Awareness and Educational Materials
- To Conduct 12 Texas Motorcycle Safety Coalition Task Force Activities
- To Conduct 9 Texas Motorcycle Safety Coalition Activities
- To Create 720 New Social Media and Website Content Updates, and Perform Website Support as Needed
- To Distribute 150 Motorcycle Dealership Educational Safety items
- To Participate in 15 Traffic Safety Specialist Coalition Activities to Present Motorcyclist Safety Information
- To Provide 12 Motorcycle Safety Awareness Presentations to Community Stakeholders

### Estimated 3-year Funding Allocation

Section 402	\$1,274,954.55
Section 405F	\$960,000.00
Section State	\$990,000.00

### Strategy to Project Considerations

- Improve education and awareness of motorcycle safety among law enforcement and EMS personnel, educators at 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 a other drugs.
- Increase rider education and training.

## Occupant Protection Enforcement

### Problem

There were 1,172 fatalities involving unrestrained occupants in Texas in 2022, which is an increase from the 1,018 that occurred in 2020. The 1,172 unrestrained fatalities, represent 26 percent of the fatalities where restraint usage was applicable and known. The 2022 survey of child restraint usage revealed that 87.5 percent of children were restrained in a child safety seat or seat belt in some manner. This is an increase from the rate of 86.8 percent observed in 2021. 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. Is an increase from the 1,018 that occurred in 2020. The 1,172 unrestrained fatalities, represent 26 percent of the fatalities where restraint usage was applicable and known.

### Countermeasures

- STEP Click It Or Ticket

### Target

- To Coordinate yearly CIOT mobilization consisting of increased safety belt enforcement and earned media activities.

### Estimated 3-year Funding Allocation

Section 405B	\$1,500,000.00
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### Strategy to Project Considerations

- Increase public information and education campaigns.
- Sustain high visibility enforcement of occupant protection laws

## Occupant Protection Evaluation

### Problem

State crash data indicate that nighttime seat belt use overall is lower than daytime use. In 2021, the hour of lowest occupant restraint use among fatally injured was between 1am and 2am at just 30.1 percent. By contrast, the highest restraint use was more than double that between 2pm and 3pm at 73.9 percent. Between 10pm and 5am the percent of belted fatalities was 40.6 percent, compared to daytime belted fatalities (7am – 6pm) of 64.1 percent, a difference of 23.5 percentage points [1].

### Countermeasures

- Click It or Ticket Evaluation Survey
- Nighttime Occupant Restraint and Cell Phone Use
- Occupant Restraint Use Surveys
- Youth Occupant Protection Observation Survey

### Target

- To Conduct 54 city surveys of nighttime seat belt and cell phone use
- To Conduct 9 Observational survey waves in 10 Click It or Ticket cities
- To Conduct 9 Observational survey waves in 5 Teen Click It or Ticket cities
- To Plan 27 city surveys of 5-18 year-old seat belt, booster seat, bicycle helmet, and teen cell phone use
- To Submit 12 Summary memos reporting Click It or Ticket survey results for 10 cities
- To Submit 12 Summary memos reporting Teen Click It or Ticket survey results
- To Submit 9 final reports of survey results

### Estimated 3-year Funding Allocation

Section 405B	\$1,527,000.00
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### Strategy to Project Considerations

- Concentrate efforts on historically low use populations.
- Implement and evaluate countermeasures to reduce the incidence of distracted driving.
- Improve identification of problem areas for pedestrians/bicyclists.
- Increase public information and education campaigns.

## Occupant Protection Public Information and Education

### Countermeasures

- Anticipatory Guidance on Child Passenger Safety Triggered Through Pediatric Clinic Visits
- Click It or Ticket. Public Information and Education Campaign
- Dell Children's Medical Center (DCMC) Kids in Cars Program
- DSHS' Safe Riders Child Passenger Safety Program
- Increasing Child Restraint Usage in Greater Houston
- Keep Families Safe in Traffic
- North Texas Child Passenger Safety Training, Distribution, and Mentoring Program
- Passenger Safety and KidSafe Initiative
- SAFE ON ALL ROADS (SOAR)
- Texas Heatstroke Task Force
- Youth Occupant Protection Traffic Safety Campaign

### Target

- To Attend 60 Community events to share CSS information to caregivers
- To Conduct 12 KIC partnership coalition meetings to support local partner development and operations
- To Conduct 12 Statewide CPS Certification Trainings for Technicians
- To Conduct 12 temperature comparison demonstrations at public venues
- To Conduct 15 child vehicular heatstroke presentations to groups and/or conferences
- To Conduct 150 Media exposures related to child passenger safety
- To Conduct 18 Community car seat/booster seat check-up events
- To Conduct 18 Operation Kids classes targeting officers to support enforcement of child safety seat laws
- To Conduct 18 Program Meetings/Trainings/Site Visits with Distribution Site Partners
- To Conduct 21 National Child Passenger Safety Technician Certification Trainings
- To Conduct 2100 Child safety seat inspections at events in the 5-county service area
- To Conduct 36 distracted and impaired driving events
- To Conduct 36 distracted/impaired driving events utilizing DWIPOD goggles and simulator
- To Conduct 375 child passenger safety check up events and/or education classes.
- To Conduct 450 Surveys of parents and caregivers who attend a local inspection station or event
- To Conduct 6 Child Passenger Safety Advocate (CPSA) presentations for Parkland staff or other community advocates
- To Conduct 6 National Child Passenger Safety (CPS) Certification Training Courses
- To Conduct 6 National Child Passenger Safety Certification courses
- To Conduct 600 Child occupant restraint use observations of children 0-8 years of age at PH COPC Clinic
- To Conduct 600 Child occupant restraint use observations of newborns discharge at Parkland Health (PH)
- To Conduct 6000 Child safety seat inspections at community events and inspection stations
- To Conduct 75 Child Passenger Safety Events
- To Conduct 9 news media stories
- To Coordinate 12 CEU and specialized training classes focused on CPS technician retention

- To Coordinate 12 participating medical sites for implementation of outreach on correct child seat use
- To Coordinate 18 Regional Child Safety Seat Checkup Events in Collaboration with Texas Regional Partners
- To Coordinate 6 Child Passenger Safety Technician training courses
- To Coordinate 6060 child safety seat in-person/virtual inspections
- To Coordinate 9 Meetings with local CPS coalitions or other local traffic safety partners to support CPS initiatives
- To Create 6 Child Passenger Safety (CPS) update newsletters and distribute them to CPS technicians
- To Distribute 105000 Educational materials on child passenger safety to the community
- To Distribute 1800 Child safety seats at events in the 5-county service area
- To Distribute 2301 car seats to qualified families in the eight county Pharr district.
- To Distribute 2400 car seats to qualified families in the ten county TxDOT Corpus Christi district
- To Distribute 30 activity logs to THTF members
- To Distribute 30 email updates to THTF members
- To Distribute 3000 Child restraint systems to low-income/vulnerable populations at inspection stations and events
- To Distribute 5400 child safety seats to families in need
- To Distribute 600 bicycle helmets
- To Distribute 60000 Printed CSS information cards to organizations and caregivers in the 5-county service area
- To Distribute 7200 Child Safety Seats to Distribution Site Partners and Community Stakeholders
- To Distribute 900 bicycle helmets
- To Educate 30000 Families with children 0-8 years of age at PHHS or through other community partners
- To Educate 7500 parents and guardians in classes/events on child passenger safety
- To Identify 6 Child Passenger Safety Continuing Education (CEU) opportunities for re-certifying technicians
- To Implement 18 activities to promote new CPS technician mentoring and retention of current technicians
- To Maintain 1425 volunteer members in the THTF
- To Maintain 9 online transportation safety courses for childcare providers
- To Participate in 1200 educational programs on occupant protection, distracted driving, speeding and in and around vehicles
- To Participate in 168 child safety seat checkup events in historically low-use and/or high need communities
- To Participate in 450 activities promoting public information and education resources to support grant objectives
- To Participate in 9 National Safety Campaigns
- To Produce 108 social media postings on THTF social media accounts
- To Produce 240 Social media posts or other web-based content to promote KIC services
- To Produce 6 rapid response kits to send to THTF members following a PVH death
- To Produce 9 sets of information and education pieces for use and distribution at clinics
- To Provide 300 new and existing CPS Technicians with mentorship program
- To Support 9 National Safety Campaigns
- To Teach 18 Continuing education credit hours for CPSTs to maintain certification
- To Teach 75 Car seat safety classes for parents and professionals

Estimated 3-year Funding Allocation

Section 402	\$6,486,300.78
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Section 405B

\$8,565,000.00

#### Strategy to Project Considerations

- Concentrate efforts on historically low use populations.
- Conduct and assist local, state and national traffic safety campaigns.
- Conduct public information and education campaigns related to distracted driving.
- Develop and implement public information and education efforts on traffic safety issues.
- Improve education programs on alcohol and driving for youth.
- Improve identification of problem areas for pedestrians/bicyclists.
- Increase EMS/fire department involvement in CPS fitting stations.
- Increase intervention efforts by healthcare professionals, teachers, and all safety advocates.
- Increase occupant protection education, training, and awareness of safety belt issues for law enforcement, judges prosecutors.
- Increase public education and information campaigns regarding enforcement activities.
- Increase public information and education campaigns.
- Increase public information and education concerning speed-related issues.
- Increase public information and education efforts on state laws applicable to pedestrian and bicycle safety.
- Increase public information and education on distracted driving related traffic issues
- Increase training opportunities and retention of child passenger safety (CPS) technicians and instructors.
- Maintain CPS seat distribution programs for low income families.
- Provide community training on speed-related issues.

## Occupant Protection Training

### Problem

There were 3896 motor vehicle fatalities in Texas, which is an increase of 281 from 2019. Texas showed an increase of 13 bicycle fatalities in 2020: raising from 66 to 79 deaths. Texas recorded a small up-tick in pedestrian fatalities going from 655 in 2019, to 715 in 2020. We can't afford to continue this trend.

### Countermeasures

- Safety City-Building Safer Communities

### Target

- To Distribute 18000 Educational material to enhance pedestrian, bicycle, railroad, bus, seat belt, and traffic safety.
- To Educate 1500 School age children through a variety of after school, summer, or other outreach programs.
- To Educate 18000 School age children in pedestrian, bicycle, railroad, bus, seatbelt, and traffic safety.

### Estimated 3-year Funding Allocation

Section 402	\$30,037.62
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### Strategy to Project Considerations

- Improve data collection on pedestrian/bicyclist fatalities and serious injuries.
- Increase public information and education efforts on state laws applicable to pedestrian and bicycle safety.



## Pedestrian and Bicyclist Safety Evaluation

### Problem

The Texas Department of Transportation (TxDOT's) Crash Records Information System (CRIS) indicates 824 pedestrians were killed in traffic crashes in 2021, a 15% increase from 2020. Pedestrian safety was identified as an emphasis area for the Texas Strategic Highway Safety Plan. When the pedestrian fatality rates per 100,000 population are considered, Houston, San Antonio, Austin, Dallas, and Fort Worth had higher rates than the national average in 2020

### Countermeasures

- App-based Crowd Sourcing of Bicycle and Pedestrian Conflict Data
- Improving Pedestrian Safety near Bus Stops in Fort Worth

### Target

- To Collect 1500 vulnerable road user conflicts in Collin, Dallas, Denton and/or Tarrant counties
- To Collect 30 user descriptions of app features
- To Develop 9 outreach materials (e.g., pedestrian fact sheet, driver fact sheet, bus poster)
- To Distribute 9 types of outreach materials
- To Enroll 90 App users
- To Identify 6 sets of bus stops in Fort Worth with high and low pedestrian crash frequency

### Estimated 3-year Funding Allocation

Section 402	\$614,991.54
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### Strategy to Project Considerations

- Improve identification of problem areas for pedestrians/bicyclists.
- Increase public information and education efforts on state laws applicable to pedestrian and bicycle safety.

## Pedestrian and Bicyclist Safety Public Information and Education

### Countermeasures

- AUS: All Ages and Abilities Bicycle and Pedestrian Education and Safety Instruction
- BSDS-Ped/Bike State Laws: Pedestrian and Bicycle State Law Public Education and Awareness Campaign
- BSDS-Pedestrian Safety: Pedestrian Safety Public Education and Awareness Campaign
- Everyone S.H.A.R.E. the Road Program
- Identifying Barriers to Understanding Pedestrian and Bicycle Safety Laws
- Pedestrian and Bicycle Safety Education and Outreach
- Providing Education Today for a Safer Tomorrow
- SAN: All Ages and Abilities Bicycle and Pedestrian Education and Safety Instruction
- Statewide Pedestrian and Bicycle Safety Education for Youth
- Statewide Pedestrian and Motorist Outreach and Support to Address Pedestrian Safety Behaviors
- Stop and Yield: Making Texas Roads Safer for Pedestrians and other Vulnerable Road Users
- Walk. Bike. Safe. Texas.

### Target

- To Achieve 15000 Social media engagements
- To Administer 6 pedestrian and bike safety presentations (in-person/virtual) to educate youth & evaluate workshop
- To Analyze 300 participant evaluations to determine the overall effectiveness of the S.H.A.R.E. Program
- To Attend 9 collaborative partnership outreach events in Texas to focus on pedestrian & bicyclists safety
- To Attend 9 Community coalition meetings to promote the resources and materials developed under the grant.
- To Complete 6 Focus groups with Texas driver education stakeholders
- To Complete 9 professional training seminars or conferences
- To Conduct 1200 earned media segments covering rights, responsibilities, and bicycle or pedestrian safety by
- To Conduct 18 Training for Law Enforcement on State Laws Applicable to Pedestrian Safety & Lisa Torry Smith Act
- To Conduct 225 Educational classes and/or presentations on pedestrian and/or bicycle safety
- To Conduct 300 Surveys focused on the walking or biking behaviors of children and adults
- To Conduct 45 presentations/trainings in the S.H.A.R.E. Program
- To Conduct 54 Public Information & Education Sessions on Pedestrian Safety & Lisa Torry Smith Act (LTSA)
- To Conduct 6 Bicycle/Pedestrian Safety Presentations to Adult Texans
- To Conduct 9 Bicycle Rodeo Event
- To Conduct 9 Pedestrian Safety Webinars
- To Conduct 9 Statewide Pedestrian Safety Coalition Meetings
- To Coordinate 45 Pedestrian safety events
- To Coordinate 60 Bicycle safety events and/or bicycle rodeos
- To Coordinate 60 Media exposures about pedestrian and/or bicycle safety
- To Develop 12 Training and Educational Resources for the New Texas Pedestrian Law, the Lisa Torry Smith Act
- To Develop 6 one alliance with an outside organization and one partnership with other businesses for safer street

- To Distribute 120 bike lights to riders without lights to ensure Texas State Law night time riding compliance
- To Distribute 120 reflective tape packs during community engagement to individuals at risk of crashes at night
- To Distribute 1200 Safety messages to adult pedestrians, cyclists and motorists via social media
- To Distribute 13500 PI&E materials covering relevant Texas State laws and rights and responsibilities
- To Distribute 150 reflective stickers during community engagement to individuals at risk of crashes at night
- To Distribute 18000 PI&E materials covering relevant Texas State laws, rights, responsibilities for pedestrian and pedal
- To Distribute 1950 Helmets to children with bicycles, that are in need of appropriately fitted helmets
- To Distribute 225 bike lights to riders without lights to ensure Texas State Law night time riding compliance
- To Distribute 240 helmets to youth and adults without safe helmets
- To Distribute 30 Supplemental curriculum and video developed in FY23 to driver education companies
- To Distribute 390 peer leader workbooks to high school age teens to advance safer access to school
- To Distribute 90 helmets to youth and adults without safe helmets
- To Distribute 90000 Educational materials on pedestrian and/or bicycle safety in the community
- To Educate 1800 youth participants on in--depth bicycle safety skills and TX State Laws via Bike Club
- To Educate 22500 Children about safe pedestrian and/or bicyclist skills and behaviors
- To Educate 22500 students from elementary to middle school proper bicycle and riding techniques.
- To Educate 22650 elementary to middle school students in safe pedestrian behavior while participating at Safety City
- To Educate 22650 student/group participants on motor vehicle safety.
- To Educate 240 youth participants on in--depth bicycle safety skills and TX State Laws via Bike Clubs
- To Educate 300 adult participants about bike safety and Texas State Law via clinics and presentations.
- To Educate 600 adult participants about bike safety and Texas State Law via clinics and presentations
- To Educate 6000 youth participants about bike safety and Texas State Law via clinics and presentations
- To Maintain 9 social media channels for education & awareness on state laws applicable to pedestrian & bike safety
- To Obtain 15 earned media segments airing covering rights, responsibilities, and bicycle or pedestrian safety
- To Participate in 30 community events to provide PI&E related to driver, cyclist, and pedestrian safety
- To Participate in 30 Texas Pedestrian and Road Safety Coalitions and Groups to Gain Knowledge
- To Provide 15 Traffic Safety Specialist Coalition Presentations
- To Provide 21 activities that educate youth on motorists, pedestrian and bicyclists responsibilities & state laws
- To Provide 390 print educational toolkits to student teams at the junior high and high school level
- To Survey 900 Texans on pedestrian and bicycle laws and behavior

Estimated 3-year Funding Allocation

Section 402	\$12,742,998.00
Section 405G	\$4,799,987.61

Strategy to Project Considerations

- Conduct and assist local, state and national traffic safety campaigns.
- Develop and implement public information and education efforts on traffic safety issues.
- Improve data collection on pedestrian/bicyclist fatalities and serious injuries.

- Improve education programs on alcohol and driving for youth.
- Improve identification of problem areas for pedestrians/bicyclists.
- Increase public education and information on railroad/highway crossing safety.
- Increase public education and information on roadway safety.
- Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education and driving.
- Increase public information and education campaigns.
- Increase public information and education concerning speed-related issues.
- Increase public information and education efforts on state laws applicable to pedestrian and bicycle safety.
- Provide public information and education campaigns to promote safe motor vehicle operations around school buse

## Pedestrian and Bicyclist Safety Training

### Problem

In Texas 717 pedestrians and 79 bicyclists lost their lives on Texas roads in 2020 and accounted for 20.4% of the fatalities in the state. The National Highway Traffic Safety Administration (NHTSA) has called for states to involve Law Enforcement to reduce pedestrian and bicyclist crashes and fatalities. These activities include increasing training and knowledge among law enforcement on pedestrian and bicyclist safety issues and enforcing laws that affect the safety of these vulnerable road users.

### Countermeasures

- Adolescent Child Safety Education Focusing on Pedestrians/Bicyclists Aged 11-14 Years Old
- Law Enforcement Training on Pedestrian and Bicyclist Laws
- Pedestrian Safety Improvement of Older Vulnerable Users in Texas
- Pedestrian Safety Trainings for Law Enforcement
- Safe Streets for Texans - Phase II
- Safer Streets with Shared Micromobility: Identifying and Addressing Safety Risks for Vulnerable Road
- Street Coaching for Pedestrians & Cyclists: Putting Laws Into Practice on University Campuses

### Target

- To Attend 9 Community coalitions to share available resources and promote trainings
- To Complete 9 micromobility traffic safety trainings with safety coalitions or other appropriate organizations
- To Conduct 6 focus group meetings with stakeholders who use proximate university roadway systems
- To Develop 9 infographics addressing traffic safety risks of micromobility
- To Develop 9 ped/bike law pocket guide for distribution to students, staff, and campus safety stakeholders
- To Distribute 3000 Project resources
- To Evaluate 30 Pedestrian Safety Trainings for Law Enforcement
- To Evaluate 75 Safe Streets For Texans Phase II trainings
- To Survey 450 micromobility users on unreported crashes and safety issues
- To Teach 30 Pedestrian Safety Trainings for Law Enforcement
- To Teach 75 Safe Streets For Texans trainings
- To Train 225 Law enforcement officers on state pedestrian and bicyclist laws

### Estimated 3-year Funding Allocation

Section 402	\$1,220,281.26
Section 405G	\$1,098,701.73

### Strategy to Project Considerations

- Improve data collection on pedestrian/bicyclist fatalities and serious injuries.
- Improve identification of problem areas for pedestrians/bicyclists.
- Increase public information and education concerning speed-related issues.
- Increase public information and education efforts on state laws applicable to pedestrian and bicycle safety.
- Provide community training on speed-related issues.

## Police Traffic Services Enforcement

### Problem

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 and the Occupant Protection 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.

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.

### Countermeasures

- STEP CMV
- STEP Comprehensive

### Target

- To Provide enhanced enforcement covering multiple offenses, focusing on the following: Speed, Occupant Protection (OP), and Hazardous Moving Violations (HNV) related to commercial motor vehicles
- To Provide enhanced sustained enforcement covering multiple offenses, focusing on Speed, DWI, Intersection Traffic Control (ITC), Occupant Protection (OP) or Distracted Driving (DD) violations.

### Estimated 3-year Funding Allocation

Section 402	\$29,708,844.48
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### Strategy to Project Considerations

- Increase and sustain enforcement of traffic safety-related laws.
- Increase public education and information campaigns regarding enforcement activities.

## Police Traffic Services Training

### Problem

To this day the state of Texas remains number one in alcohol-related traffic collisions and fatalities. The most recent data compiled from the Law Enforcement Advanced Data Reporting System (LEADRS) database showed that 30% of DWI arrests in 2021 had the arresting officer suspect drug impairment. Varying quality on officers' reports can make them difficult to read, review, and prosecute. LEADRS (Law Enforcement Advanced Data Reporting System) has enhanced the system to be more compatible with a LE agency's record management system (RMS). Officers still need to be trained on how to use LEADRS in conjunction with their agency's RMS, which does not contain the time-saving features found in LEADRS.

### Countermeasures

- Reducing Large Commercial Motor Vehicle Crashes Through Data, Analysis, and Officer Training
- Texas Law Enforcement Liaison STEP Support

### Target

- To Assist 45 Child Passenger Safety events and trainings upon request
- To Attend 45 Traffic Safety Specialist or highway safety partner events
- To Teach 105 Large Truck and Bus Traffic Enforcement Training (T&BTET) workshops.
- To Teach 1620 Training hours to law enforcement officers and civilians

### Estimated 3-year Funding Allocation

Section 402	\$3,947,991.75
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### Strategy to Project Considerations

- Conduct and assist local, state and national traffic safety campaigns.
- Conduct public information and education campaigns related to distracted driving.
- Develop and implement public information and education efforts on traffic safety issues.
- Implement and evaluate countermeasures to reduce the incidence of distracted driving.
- Improve the recording of distracted driving as a contributing factor on crash reports.
- Increase and sustain enforcement of traffic safety-related laws.
- Increase enforcement of commercial motor vehicle speed limits.
- Increase occupant protection education, training, and awareness of safety belt issues for law enforcement, judges prosecutors.
- Increase public education and information campaigns regarding enforcement activities.
- Increase public information and education campaigns.
- Increase public information and education on distracted driving related traffic issues
- Increase public information and education on intersection related traffic issues.
- Provide technical and managerial support to local law enforcement agencies and highway safety professionals.

## Railroad / Highway Crossing Public Information and Education

### Countermeasures

- Highway-Railroad Safety Awareness

### Target

- To Conduct 900 Classes and programs from Texas Operation Lifesaver list of services

### Estimated 3-year Funding Allocation

Section 402	\$219,898.14
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### Strategy to Project Considerations

- Increase education of law enforcement concerning laws governing railroad/highway crossings.
- Increase public education and information on railroad/highway crossing safety.



## Roadway Safety Public Information and Education

### Countermeasures

- BSDS-General: Be Safe. Drive Smart.. Public Education and Awareness Campaign (WZ, Energy, General)

### Target

- To Conduct 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

### Estimated 3-year Funding Allocation

Section State	\$8,013,000.00
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### Strategy to Project Considerations

- Increase public education and information on roadway safety.

## Roadway Safety Training

### Problem

Work zone crashes, fatalities, and serious injuries in Texas increased dramatically in the last year; 244 people lost their lives which is an increase of 33% over the previous year. An additional 857 were seriously injured, with the majority of those killed being drivers and passengers, according to the Texas Department of Transportation (TxDOT). In 2021, a total of 26,357 work zone traffic crashes were reported, an average of at least 71 crashes per day.

### Countermeasures

- 2024 Work Zone Safety Training Program

### Target

- To Administer 399 classes for Texas city and county workers on work zone traffic control safety
- To Educate 5586 Texas city and county workers on work zone traffic control safety

### Estimated 3-year Funding Allocation

Section 402	\$1,049,956.11
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### Strategy to Project Considerations

- Conduct periodic project monitoring and evaluation of traffic safety activities.
- Ensure availability of program and project management training.
- Increase public education and information on roadway safety.
- Perform accurate accounting and efficient reimbursement processing.
- Provide procedures and training on highway safety planning and project development.
- Provide traffic safety problem identification to local jurisdictions.
- Provide training and assistance for local and statewide traffic safety problem identification.
- Provide training on roadway safety issues.
- Review and update program procedures as needed.

## Safe Communities Public Information and Education

### Countermeasures

- Mature Drivers and Risky Road Users

### Target

- To Conduct 18 virtual or in-person bimonthly meetings of the Mature Driver Coalition
- To Conduct 240 educational presentations on traffic safety for mature drivers with a target age of 55+
- To Participate in 150 CarFit events to assist mature drivers in optimal safety while driving
- To Participate in 96 educational programs to raise awareness for safety of vulnerable road users
- To Participate in 96 events, fairs, webinars, or similar; to network, to educate or receive education
- To Pilot 24 programs for Mature Drivers in partnership with Municipal Courts/Law Enforcement

### Estimated 3-year Funding Allocation

Section 402	\$1,799,351.43
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### Strategy to Project Considerations

- Concentrate efforts on historically low use populations.
- Conduct and assist local, state and national traffic safety campaigns.
- Conduct public information and education campaigns related to distracted driving.
- Develop and implement public information and education efforts on traffic safety issues.
- Improve anti-DWI public information and education campaigns including appropriate bilingual campaigns.
- Increase intervention efforts by healthcare professionals, teachers, and all safety advocates.
- Increase intervention efforts.
- Increase public information and education campaigns.
- Increase public information and education concerning speed-related issues.
- Increase public information and education efforts on state laws applicable to pedestrian and bicycle safety.
- Support the establishment and growth Safe Communities Coalitions.

## School Bus Training

### Problem

During 2021 in Texas, 1,187 school buses were involved in crashes. 5 of those school buses were involved in fatal crashes (TxDOT 5/2022). This is a safety concern & bus safety training is something that bus drivers can fit into their schedule. These drivers need continual education on relevant safe driving procedures. Safety starts with the bus driver.

### Countermeasures

- School Bus Safety Training 101 Program

### Target

- To Conduct 24 PreK-5th grade Bus Safety 101 Program Trainings to Students
- To Conduct 36 School Bus Transportation personnel trainings in the Bus Safety Training 101 Program

### Estimated 3-year Funding Allocation

Section 402	\$546,000.00
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### Strategy to Project Considerations

- Provide safe school bus operation training for school bus drivers.

## Speed Control Enforcement

### Problem

Speeding continues to be an aggravating factor in fatality crashes within the State of Texas. In 2021, more than 4,400 people died on Texas roadways. What is especially alarming is that speed is now the #1 contributing factor when it comes to crashes in Texas, and in 2021, speeding drivers were responsible for one third of all traffic fatalities in our state.

Texas averages more than 1,500 traffic crashes every single day – that's a crash roughly every minute. And an average of 450 of these crashes every day in Texas is caused by motorists driving too fast.

In 2021, 1,568 related deaths were reported, compared to 1,443 deaths in 2020. Both 2020 and 2021 increased drastically in comparison to 2019, in which there were 1,116 speed related deaths.

### Countermeasures

- STEP Speed

### Target

- To Coordinate yearly Operational Slowdown mobilization consisting of increased speed enforcement and earned media activities.

### Estimated 3-year Funding Allocation

Section 402	\$1,500,000.00
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### Strategy to Project Considerations

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

## Speed Control Evaluation

### Problem

Speeding is one of seven emphasis areas with younger drivers being the most overrepresented age group in crashes, specifically males (Texas SHSP, 2022). Many of the identified countermeasures focus on establishing target speed limits and improving educational opportunities for drivers. Responding to this unique traffic safety challenge, speeding behavior improvements through a safety assessment to identify risk factors associated with speeding and the development of educational materials and treatments/recommendations to prevent speeding on Texas roadways.

### Countermeasures

- Traffic Safety Improvement of Speeding-related Crashes Involving Drivers Aged 16-24 Years Old

### Target

- To Complete 9 Educational activities at the three communities experiencing high volume of speeding-related crashes

### Estimated 3-year Funding Allocation

Section 402	\$300,000.00
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### Strategy to Project Considerations

- Conduct and assist local, state and national traffic safety campaigns.
- Develop and implement public information and education efforts on traffic safety issues.
- Provide assistance to update the drivers' education curriculum and administrative standards.

## Speed Control Public Information and Education

### Countermeasures

- BSDS-Speed: Speeding Public Education and Awareness Campaign

### Target

- To Conduct public outreach campaign aimed at reminding motorists of the consequences of speeding and encourage them to follow the posted speed limit and drive to conditions.  
Follow the posted speed limit and drive to conditions.

### Estimated 3-year Funding Allocation

Section 402	\$12,000,000.00
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### Strategy to Project Considerations

- Increase public information and education concerning speed-related issues.

## Traffic Records Evaluation

### Problem

Currently, due to the lack of a uniform statewide citation database, the use of timely and accurate crash data analysis for agencies in Texas to make educated decisions prove difficult at times. The Texas Department of Public Safety's role as the largest and broadest reaching statewide law enforcement organization and proper review of its enforcement databases regularly provide actionable data for numerous stakeholders to make informed decisions. For example, over 89,000 custody arrests for Driving Under the Influence occurred during 2021 in the State of Texas. Of that number, Texas Highway Patrol (THP) Troopers alone made 10,532 DWI arrests during the calendar year 2021. The analytical responsibility to retrieve, examine and provide accurate data related to over 11% of the State's DWI arrests resides with the HSOC. Texas Highway Patrol troopers began using the State Police Unified Reporting System (SPURS) platform to report arrests in September of 2018. This transition from paper reporting to a digital format has allowed the Highway Safety Operations Center to identify critical data fields that were previously not collected on citations.

### Countermeasures

- DSHS' Emergency Medical Services Registry and Trauma Center Registry Data System
- Law Enforcement Advanced Data Reporting System (LEADRS)
- Linking Crash and EMS/Trauma Data Through a Universal Unique Identifier
- Providing Technical Assistance to the Texas Traffic Records Coordinating Committee (TRCC)
- State Traffic Records System Improvement and Expansion of Crash Data Analysis

### Target

- To Conduct 375 LEADRS trainings or presentations to law enforcement, prosecutors, judges, and other stakeholders.
- To Implement 6 National data standards for EMS and Trauma
- To Maintain 294 citation data with no inaccurate critical data elements
- To Produce 9 Motor vehicle crash (MVC) annual trend reports
- To Provide 240 of analytical deliverables generated by the established deadline
- To Update 6 TRCC web data tools including TxSTORM and other data dashboards.

### Estimated 3-year Funding Allocation

Section 405C	\$10,154,963.40
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### Strategy to Project Considerations

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



## Traffic Records Training

### Problem

Many law enforcement agencies in Texas have been found not to use any crash data analysis as the basis for traffic enforcement, even though in many cases, that same agency uses crime data as the basis for patrol activities. While each agency is unique, productivity for patrol units is generally measured by calls answered and arrests made, while many traffic units are measured by the number of citations issued rather than by the outcome the effort has had on reducing crashes. The disconnect between the impacts of crashes and crime, between traffic officers and patrol officers, and between officer outputs and outcomes causes many agencies to place the burden for addressing traffic and crash related issues on smaller units while providing them with little to no useful data. This fundamental misunderstanding of the relationship between crashes, crime, data quality, and officer productivity traps many agencies into a reactive posture that puts both officers and citizens at risk for ever-increasing levels of social harms. The Data Driven Approaches to Crime and Traffic Safety (DDACTS) model, which the National Highway Traffic Safety Administration (NHTSA) and other national organizations endorse, helps law enforcement agencies of all shapes and sizes to make efficient use of the data agencies. Agencies that have adopted the DDACTS model in Texas have shown reductions in both crashes and crimes in their communities and in several incidents, increased the number of CRIS submissions.

### Countermeasures

- Using Data Driven Strategies and Agency Analytical Training to Reduce Crashes and Save Lives

### Target

- To Conduct 27 in-person and virtual analytical training workshops.
- To Conduct 6 evaluations to determine the impact of the DDACTS model.
- To Provide 33 individualized law enforcement agencies with DDACTS training and support.
- To Provide 900 hours of onsite and remote analytical assistance to agencies in support of initiating DDACTS.

### Estimated 3-year Funding Allocation

Section 402	\$1,267,497.03
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### Strategy to Project Considerations

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

## Performance Report (FY 2023)

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

**Performance Measure: C-1) Number of traffic fatalities (FARS)**

Progress: **In Progress**

**Program-Area-Level Report**

Through the problem identification process, Texas has identified 14 program areas to address traffic fatalities in the state. The Texas Traffic Safety Program executed 416 grants for projects that are currently being implemented in each one of our program areas, all of which are working toward reducing the number of traffic fatalities in the state. These include law enforcement and general grants.

FARS	2021	4,498
CRIS	2022	4,481
Target	2023	3,682

**Performance Measure: C-2) Number of serious injuries in traffic crashes (CRIS)**

Progress: **In Progress**

**Program-Area-Level Report**

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 executed 416 grants for projects that are currently being implemented in each one of our program areas, all of which are working toward reducing the number of serious injuries in the state. These include law enforcement and general grants.

CRIS	2021	19,456
CRIS	2022	18,800
Target	2023	17,062

**Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)**

Progress: **In Progress**

**Program-Area-Level Report**

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 executed 416 grants for projects that are currently being implemented in each one of our program areas, all of which are working toward reducing the number of traffic fatalities in the state. These include law enforcement and general grants.

FARS	2021	1.58
CRIS	2022	1.55
Target	2023	1.38

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

Progress: **In Progress**

Program-Area-Level Report

In FY 2023, Texas executed grants for 229 projects that aim to reduce the number of unrestrained passenger vehicle fatalities. These include general and law enforcement (STEP) grants.

FARS	2021	1,172
CRIS	2022	1,258
Target	2023	1,142

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

Progress: **In Progress**

Program-Area-Level Report

In FY 2023, Texas executed grants for 239 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 general and law enforcement (STEP) grants.

FARS	2021	1,906
CRIS	2022	774
Target	2023	1,562

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

Progress: **In Progress**

Program-Area-Level Report

In FY 2023, Texas executed grants for 210 projects that aim to reduce the number of speeding-related fatalities. These include general and law enforcement (STEP) grants.

FARS	2021	1,568
CRIS	2022	1,465
Target	2023	1,428

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

In FY 2023, Texas executed grants for five projects that aim to reduce the number of motorcyclist fatalities.

FARS	2021	515
CRIS	2022	562
Target	2023	485

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

In FY 2023, Texas executed grants for five projects that aim to reduce the number of unhelmeted motorcyclist fatalities.

FARS	2021	232
CRIS	2022	236
Target	2023	220

Performance Measure: C-9) Number of drivers < 21 involved in fatal crashes (FARS)

Progress: **In Progress**

Program-Area-Level Report

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 416 grants for projects that are currently being implemented in each one of our program areas. These efforts include the goal of reducing the number of drivers aged 20 or younger involved in fatal crashes in the state. These include general and law enforcement (STEP) grants.

FARS	2021	536
CRIS	2022	540
Target	2023	468

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

In FY 2023, Texas executed grants for 22 projects that aim to reduce the number of pedestrian fatalities.

FARS	2021	817
CRIS	2022	828
Target	2023	764

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

In FY 2023, Texas executed grants for 22 projects that aim to reduce the number of bicyclist fatalities.

FARS	2021	91
CRIS	2022	91
Target	2023	85

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

Progress: **In Progress**

Program-Area-Level Report

In FY 2023, Texas executed grants for 10 projects that aim to increase the observed seat belt use for passenger vehicles, front seat outboard occupants.

FARS	2021	89.81%
TTI Survey	2022	90.36%
Target	2023	90.00%