

TEXAS

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Years 2018 - 2020

Date of Approval: Sep 19, 2018

Final CVSP

Part 1 - MCSAP Overview

1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to “prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety.”

For FY 2018, the primary difference in the single year and multi-year CVSP formats, is that objectives, projected goals and activities in the multi-year CVSP will cover the entire multi-year period of FYs 2018 - 2020. The financial information and certifications will be updated each fiscal year.

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements (FY 2018 - 2020)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2018 - 2020)
- Part 4: Financial Information (FY 2018)
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a single year, or a 3-year plan. As used within the eCVSP, the term ‘State’ means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

2 - Mission/Goal Statement

Instructions:

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: *Please do not include information on any other FMCSA grant activities or expenses in the CVSP.*

The basic mission and responsibility of the Texas Department of Public Safety's Commercial Vehicle Enforcement Service (CVE) is weighing and checking commercial vehicle traffic operating over the public highways of this state so that compliance with the statutory provisions of law regulating weight, motor carrier safety, registration, transportation of persons, hazardous material and other property can be obtained.

The goals of the Texas Department of Public Safety are to reduce commercial vehicle crashes through the enforcement of federal and state motor carrier safety regulations and securing compliance with traffic laws and regulations applicable to the operation of all vehicles.

In addition, the Texas Department of Public Safety will continue to seek the voluntary compliance of carriers and drivers with motor carrier safety and hazardous material regulations by taking the appropriate enforcement action for law violations committed by operators of commercial and passenger vehicles, providing carriers with official notice of equipment defects and/or negligence, compiling statistical information in order to determine problem areas related to equipment defects and driver negligence, and providing educational material to motor carriers and drivers.

The Texas Department of Public Safety will continue to train county and municipal law enforcement agencies to assist in its efforts to aggressively accomplish the stated goals.

3 - MCSAP Structure Explanation

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: *Please do not include activities or expenses associated with any other FMCSA grant program.*

The State of Texas has a comprehensive commercial vehicle safety program that includes driver/vehicle inspections, traffic enforcement, public education, data collection, compliance reviews, new entrant safety audits, border enforcement and commercial vehicle enforcement personnel training. The MCSAP grant supports two hundred and sixty eight fully salaried positions, ninety of which are full time commissioned personnel. The duties of these full time employee positions (FTEs) are specified in this grant proposal's personnel budget.

The main focus of the Department of Public Safety's (DPS) enforcement program continues to be roadside inspections. By incorporating the appropriate blend of the various levels of inspection in the program, the Department has been able to make a significant improvement in the overall safety condition of commercial motor vehicles (CMVs) operating in the state. The Department conducts all inspections in accordance with the Commercial Vehicle Safety Alliance (CVSA) standards. This policy helps to ensure the uniformity and quality of all inspections conducted. The Department conducts safety inspections in safe locations, always cognizant of safety for the officer, CMV drivers, and the motoring public. Traffic enforcement violations, along with all federal motor carrier safety regulation (FMCSR) violations, are noted on the MCSAP inspection report. Individual hours are charged to the MCSAP grant for time spent conducting commercial vehicle inspections, commercial vehicle traffic enforcement and out of service verification.

The Department works diligently to detect and apprehend all CMV and non-CMV drivers who are under the influence of alcohol and/or illegal drugs. All DPS officers are certified in Standardized Field Sobriety Testing (SFST) and are certified to operate the Intoxilyzer 9000 instrument.

The Department of Public Safety has developed an active passenger vehicle inspection program with a goal of enhancing passenger carrier safety in Texas. The Department conducts passenger carrier inspections in accordance with MCSAP Comprehensive Policy Version 3.0. Both Level I and V inspections are conducted during terminal and destination inspections. Because of the necessity to limit the time that a passenger vehicle is delayed during an inspection, the passenger vehicle becomes a "priority vehicle" and every effort is made to move the passenger vehicle forward so that it can be inspected as quickly as possible. The safety and comfort of the passengers traveling on a passenger vehicle that is to be placed out-of-service also becomes a priority when selecting the out-of-service location.

The Department provides significant training to commissioned and non-commissioned personnel related to required National Training Center (NTC) courses as well as training courses in relevant state regulations. The Department continues to anticipate additional training requirements as a result of a significant number of retirements and promotions in recent years. In addition, continued interest by qualified municipalities and counties to enforce the federal motor carrier safety regulations will also increase our training responsibilities. The Department will maintain an aggressive training schedule to compensate for these issues. The Department maintains a full time training staff of nine commissioned training sergeants. Five of these are salaried by means of MCSAP funding. Training hours and "train the trainer" hours are budgeted under MCSAP funding for the Department's commissioned and non-commissioned inspectors.

The Department consistently maintains excellent data accuracy and timeliness. The timeliness and accuracy of crash record, inspection, and traffic enforcement data from the State of Texas to MCMIS continues to progress positively. The Motor Carrier Bureau, in partnership with FMCSA Technical Support, continues to work to ensure we maintain the highest possible data quality standards. In addition, the Department maintains procedures for data entry personnel to research carrier information to ensure crashes are correctly designated. Monthly reviews of our State Safety Data Quality (SSDQ) statistics, as well as strict procedural requirements, have helped us maintain "good" and "No Flag" crash and inspection data quality ratings.

The Department continues to provide education and outreach programs to the motoring public. Public education and awareness activities are seen as essential to augmenting the level of compliance with various safety regulations. This program supplements the Department's increased emphasis placed on the compliance review program as well as the opening of the US-Mexico border to Mexican carriers who are less familiar with the FMCSRs.

The Department's Public Education and Awareness contacts cover various topics through informal brochures entitled, "A Texas Motor Carrier's Guide to Highway Safety", "Driver and Vehicle Requirements for Commercial Transportation", "Hazardous Material Transportation", and "A Texas Guide to Farm Vehicle Compliance." These documents are periodically reviewed and updated with the latest changes and additions to state and federal laws and requirements.

The Compliance Review (CR) Program is a valuable part of our overall strategy. Originally implemented in FY 1993, the current program consists of compliance reviews of motor carrier operations, filing of enforcement cases as warranted, the assessment of administrative penalties for violations, and the administrative review of the enforcement cases within the Department's administrative hearing process. The Department's Compliance Review program, including the appeal process and fine structure, mirrors the FMCSA CR program, utilizing the Compliance Analysis and Performance Review Information (CAPRI) and Uniform Fine Assessment (UFA) programs. Beginning with the consolidation of the MCSAP and New Entrant programs in FY 2018, the Department will have seventy eight non-commissioned investigators certified to conduct compliance reviews. Of these seventy eight investigators, only twenty three will be completely salaried by MCSAP funding. Individual hours are charged for time spent conducting compliance reviews for state funded inspectors. The Department has developed a comprehensive Commercial Vehicle Enforcement Compliance Review Program Policy Manual (MCS-15) that provides detailed guidance for the Department's investigators. This Manual provides uniformity with the Electronic Field Operations Training Manual (eFOTM) distributed by the Federal Motor Carrier Safety Administration and includes additional guidance on state laws.

The New Entrant Safety Assurance Program is designed to improve the safety performance of new entrant motor carriers by providing educational and technical assistance to new motor carriers as they begin their new business in the motor carrier industry. The safety audit will be used to both educate the new carrier on compliance with the federal motor carrier safety regulations and hazardous material regulations, and to determine areas where the carrier might be deficient in terms of compliance. To accomplish this objective, each new entrant motor carrier will receive a safety audits. The majority of Texas State funded compliance review investigators have been cross trained to conduct new entrant safety audits as well. Individual hours may be billed for time spent conducting new entrant audits for state funded inspectors.

In FFY 2002, the Texas DPS and FMCSA first entered into a cooperative agreement to provide for infrastructure to support the commercial vehicle safety inspection personnel at the Texas-Mexico border. Since the time of that initial agreement DPS has continued to make periodic manpower adjustments to ensure that our border inspection personnel are stationed where the maximum number of vehicles can be inspected and appropriate supervisory span of control is maintained. The Texas DPS believes that our border staffing supports our general commercial vehicle enforcement activities conducted under the Texas Commercial Vehicle Safety Plan (CVSP) and also encompasses the goals and objectives of the FMCSA's Texas Division's Safety Plan. The Department's primary mission at the Texas-Mexico border is:

- To ensure public safety and security;
- To prevent the premature and unnecessary deterioration of the state highway infrastructure;
- To ensure compliance with all state and federal regulations governing commercial vehicles and their drivers;
- To create an environment that promotes vital and safe commerce in Texas and throughout the United States;
- Encourage the Mexican trucking industry to take a greater participatory role in resolving transportation safety issues.

All Department CVE enforcement personnel are trained to enforce Federal Motor Carrier Safety Administration (FMCSA) interstate and intrastate operating authority and insurance requirements. Operating authority, registration, and insurance enforcement activities are performed during traffic enforcement stops and roadside inspections. Roadside verifications of credentialing documents are obtained through the DPS Communications Service which has access to the FMCSA SAFER System and the Texas Department of Transportation's Motor Carrier Database. In addition, the Department has implemented in-car wireless communications which provide real-time verification of a motor carrier's federal carrier Out of Service (OOS) status, operating authority, commercial driver license status, registration, and insurance during each roadside inspection.

Finally, the Department places a strong emphasis on the interception of illegal contraband being transported by commercial motor vehicles. The Texas Highway Patrol (THP) continues to lead the nation in seizing controlled substances and other assets derived from illegal drug trafficking in commercial motor vehicles. A successful criminal interdiction program begins with the initial traffic stop. All Department officers are trained to look beyond the initial traffic stop for indicators of criminal behaviors and activities.

The Department's commercial vehicle enforcement programs continue to maintain financial strength. The Department believes current MCSAP funding along with matching state funding is sufficient to implement the national and state specific program activities as long as funding is provided in a timely manner.

4 - MCSAP Structure**Instructions:**

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements —Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

| Lead Agency Information | |
|--|-----------------------------------|
| Agency Name: | TEXAS DEPARTMENT OF PUBLIC SAFETY |
| Enter total number of personnel participating in MCSAP activities | 637 |
| National Program Elements | Enter # personnel below |
| Driver and Vehicle Inspections | 637 |
| Traffic Enforcement Activities | 412 |
| Investigations* | 78 |
| Public Education and Awareness | 637 |
| Data Collection and Reporting | 4 |
| * Formerly Compliance Reviews and Includes New Entrant Safety Audits | |

| Non-funded Agency Information | |
|---|-----|
| Total number of agencies: | 69 |
| Total # of MCSAP Participating Personnel: | 271 |

Part 2 - Crash Reduction and National Program Elements

1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 - 2020 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2018, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

Note: *For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the State Quarterly Report and CVSP Data Dashboard, and/or the CVSP Toolkit on the A&I Online website. The Data Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx>. A user id and password are required to access this system.*

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.

2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

ALL CMV CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

Goal measurement as defined by your State: Actual # Fatal Crashes

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

| Measurement Period (Include 5 Periods) | | Fatalities | Goal | Outcome |
|--|------------|------------|------|---------|
| Begin Date | End Date | | | |
| 10/01/2015 | 09/30/2016 | 712 | 610 | 613 |
| 10/01/2014 | 09/30/2015 | 726 | 553 | 616 |
| 10/01/2013 | 09/30/2014 | 640 | 544 | 559 |
| 10/01/2012 | 09/30/2013 | 640 | 453 | 550 |
| 10/01/2011 | 09/30/2012 | 516 | 406 | 458 |

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatal Crashes

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

| Measurement Period (Include 5 Periods) | | Fatalities | Goal | Outcome |
|---|------------|------------|------|---------|
| Begin Date | End Date | | | |
| 10/01/2015 | 09/30/2016 | 44 | 25 | 29 |
| 10/01/2014 | 09/30/2015 | 41 | 19 | 28 |
| 10/01/2013 | 09/30/2014 | 24 | 21 | 21 |
| 10/01/2012 | 09/30/2013 | 27 | 19 | 23 |
| 10/01/2011 | 09/30/2012 | 21 | 22 | 20 |

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatal Crashes

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

| Measurement Period (Include 5 Periods) | | Fatalities | Goal | Outcome |
|---|------------|------------|------|---------|
| Begin Date | End Date | | | |
| 10/01/2015 | 09/30/2016 | 13 | 8 | 11 |
| 10/01/2014 | 09/30/2015 | 14 | 8 | 9 |
| 10/01/2013 | 09/30/2014 | 12 | 0 | 9 |
| 10/01/2012 | 09/30/2013 | 13 | 0 | 9 |
| 10/01/2011 | 09/30/2012 | 5 | 0 | 5 |

Enter the data sources and capture dates of the data listed in each of the tables above.

Texas DPS Crash Database snapshot 07/07/17.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

The overall crash reduction goal for the FY 2014-2017 period was defined as a one percent reduction in the number of fatality crashes based on each previous year. In FY 2016 the fatality crash reduction goal was to be no greater than 610. The outcome was 613 crashes, a fairly negligible percentage over the anticipated outcome.

The passenger vehicle crash reduction goal for the FY 2014-2017 period was defined as a five percent reduction in the overall number of fatality crashes per year based on each previous year. In FY 2016 the goal was to be no greater than 25 crashes. The outcome was 29 crashes, 16 percent over the anticipated outcome.

While the state continues to track overall number of hazardous material (HM) related CMV fatality crashes, it is observed that crashes have increased in pace with the number of non-HM fatality crashes. As such, the state does not have a specific hazardous materials safety problem that warrants a separate program or individual strategies and so does not set a hazardous material incident reduction goal.

The numbers reported for each period represented the overall number of fatality crashes and did not take in to account vehicle miles travelled (VMT). While Texas VMT may be a more precise measurement, the effect on the overall statistics at these levels becomes negligible due to the enormous number of miles already established in the state.

Texas' growth related to a more robust than average economy, ever expanding trade with Mexico, high speed limits and the strong energy sector are believed to have contributed to an increase in crashes that enforcement efforts could not entirely keep pace with.

Narrative Overview for FY 2018 - 2020

Instructions:

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

The State of Texas leads the nation in fatal crashes involving commercial motor vehicles.

The goal of a one percent yearly reduction in the states crash rates was first set in the FY 2010 CVSP for the period of FY 2010 to FY 2013. The numbers reported for each period represented the overall number of fatality crashes and did not take in to account vehicle miles travelled (VMT). While Texas adds significant miles of roadway each year, making VMT rates a more precise measurement, the effect on the overall statistics at these levels becomes negligible due to the enormous number of miles already established. The one percent reduction by year was never achieved. Texas' growth related to a more robust than average economy, expanded trade with the southern Mexico border, increases in state speed limits and the growing energy sector issues contributed to an increase in crashes that enforcement efforts could not entirely keep up with. The goal set for the FY 2014-2017 period was similarly established as a one percent reduction in the number of fatality crashes based on each previous year.

Enter the data source and capture date:

Texas DPS Crash Database snapshot 07/07/17.

Projected Goal for FY 2018 - 2020:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be 4 percent.

| Fiscal Year | Annual Crash Reduction Goals |
|-------------|------------------------------|
| 2018 | 601 |
| 2019 | 595 |
| 2020 | 589 |

To reduce commercial motor vehicle fatality crashes by one percent each fiscal year during the 3 year period from 2018 – 2020. The goal each year of the FY 2018-2020 period will be based on the previous year. The specific FY 2018 goal will rely on FY 2017 statistics that are not yet available but will be by the time of reporting. If we manage to achieve the intended goal of a one percent reduction in the number of fatality crashes then FY 2017 should see no more than 607 crashes based on the 613 that occurred in FY 2016. That number should then decline by an additional one percent each successive year (FY 2018 = 601, FY 2019 = 595, FY 2020 = 589)

Program Activities for FY 2018 - 2020: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

The Department will assign the 412 CVE troopers to conduct routine inspection/enforcement activities on high crash corridor highways. Inspection and traffic enforcement activities will be conducted every day of the week and during all hours of the day but specific manpower deployments will be assigned by supervisors based on commercial motor vehicle travel patterns and the needs of specific areas. Task force operations will be utilized to address specific problem areas and high crash corridors.

All of Texas 78 investigators will now complete focused and comprehensive interstate CSA reviews and may also be trained to conduct new entrant audits.

The Department's 412 commissioned troopers as well as the 78 non-commissioned investigators perform public contacts on request and by assignment as well as distribute educational materials as necessary.

The Department will employ 2 full time programmers 2 full time database administrators to oversee the collection and submission of all crash and inspection data.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

Performance Measurement 1: The Department will measure program/activity by reviewing commercial vehicle fatality crashes, fatalities, injury crashes, injuries, and total crashes.

Performance Measurement 2: The Department will measure and review all levels of inspection activity. This will include inspections with traffic violation and without.

Performance Measurement 3: The Department will measure the number of serious traffic violations detected issued to CMV and non-CMV during routine patrol and while conducting task force operations in high crash corridor locations with a focus on speeding, safety belt, and radar detector citations and warnings issued.

Performance Measurement 4: The Department will measure and review the numbers of carrier cargo, passenger, and HM interventions conducted for off-site reviews as well as focused and comprehensive on-site reviews.

Performance Measurement 5: The Department will measure the number of public contacts as well as the issuance of educational materials.

Performance Measurement 6: The Department will continually monitor all crash and inspection data for timeliness and accuracy.

Monitoring & Evaluation

The Department will review and analyze the results of agency statistical data in all categories on a quarterly basis to identify progress and future trends. Task force operation activity will be reviewed after each project is completed to identify driver/vehicle out of service rates and other pertinent statistical data indicating the need for additional focus areas. The Department will evaluate statistical data as well as perform personnel observations to ensure compliance reviews are thorough, comprehensive, and performed in a timely manner. The Department will evaluate the number of seminars, contacts, training sessions, and hours dedicated to conducting public education and awareness activities. The Department will continue to closely monitor all SSDQ categories to maintain the "good" rating in all currently "good" categories and make every effort to improve any deficient category to a "good" status.

Quarterly program activity reports will be submitted to FMCSA detailing statistics and progress.

3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018 - 2020.

Note: *In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.*

Trend Analysis for 2012 - 2016

| Inspection Types | 2012 | 2013 | 2014 | 2015 | 2016 |
|--------------------------------|---------------|---------------|---------------|---------------|---------------|
| Level 1: Full | 33170 | 34588 | 31624 | 30769 | 38132 |
| Level 2: Walk-Around | 186679 | 204375 | 179773 | 172132 | 190280 |
| Level 3: Driver-Only | 22574 | 20013 | 14084 | 15507 | 18429 |
| Level 4: Special Inspections | 24 | 13 | 6 | 5 | 54 |
| Level 5: Vehicle-Only | 391 | 439 | 441 | 632 | 540 |
| Level 6: Radioactive Materials | 0 | 0 | 8 | 7 | 2 |
| Total | 242838 | 259428 | 225936 | 219052 | 247437 |

Narrative Overview for FY 2018 - 2020

Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

Roadside Inspections are important in minimizing the risks related to the transportation of hazardous materials and passengers. Inspections can be instrumental in identifying national problems such as motor carriers placed out of service, fatigued drivers, improper commercial driver license (CDL) status or vehicle violations, which are occurring broadly across the motor carrier industry.

The Department will ensure CVE troopers and non-commissioned inspectors are adequately trained and equipped to perform their duties in the most safe, effective, and efficient manner through training and job activity observations. Increasing the number of inspections and presence of CMV troopers on high crash corridor highways will serve as a clear deterrent to drivers committing serious traffic violations resulting in a reduction of overall CMV crashes. The Department will conduct inspections on high crash corridor highways, those with high crash rates. In addition, CVE personnel will perform inspections within the Texas DPS Regions contiguous to the United States-Mexico border.

At full staffing, the Department has a total of 412 commissioned troopers, 147 civilian inspectors and 78 civilian investigators stationed statewide that are certified to conduct all levels of inspections. Of these, 59 troopers and 126 of the civilian inspectors will be fully MCSAP funded. In addition, the Department has trained 52 Highway Patrol troopers this year to conduct all levels of inspection. The remaining 353 commissioned troopers are periodically assigned and the remaining 21 non-commissioned are permanently assigned to conduct inspections at fixed facilities.

The state has approximately 115 locations away from the border that serve as fixed locations to conduct inspections. Of these, 9 fixed sites are scheduled to be manned 40 hours a week.

In FY 2016, North American certified troopers and inspectors performed a total of 391,008 inspections of levels 1 through 6. Of these inspections, 143,573 were conducted at United States-Mexico border port of entry facilities. A total of 219,102 inspections were conducted at fixed facilities at and away from the border and 171,906 were performed roadside. Not included in these totals, Texas has 69 local agencies employing 271 inspectors that perform

inspection activities not supported by MCSAP funding.

The Department has deployed a roadside inspection report application that automatically runs a computer check on a driver once the information is entered into the software application. This capability helps ensure our personnel conduct CDL verification inquiries on all of the drivers they inspect. This automation has proved to be a valuable asset to the CVE service by identifying drivers and vehicles in violation of federal out of service orders. As a matter of policy the Department confirms operating authority during all inspections. In addition, the Department has purchased hazardous material enforcement software to enhance inspections of motor carriers transporting hazardous material.

The Department continues to emphasize the need for all levels of inspections as part of an overall enforcement strategy. While the state recognizes that the FMCSA strongly encourages the use of driver only inspections, the state also appreciates the need to evaluate vehicle issues and points out that based on Texas roadside inspections data, equipment violations vastly outnumber driver violations as a cause for an out of service condition.

The Department of Public Safety has developed an active passenger vehicle inspection program with a goal of enhancing passenger carrier safety in Texas. The Department conducts passenger carrier inspections in accordance with MCSAP Comprehensive Policy Version 3.0. Both Level I and V inspections are conducted during terminal and destination inspections. Because of the necessity to limit the time that a passenger vehicle is delayed during an inspection, the passenger vehicle becomes a “priority vehicle” and every effort is made to move the passenger vehicle forward so that it can be inspected as quickly as possible. The safety and comfort of the passengers traveling on a passenger vehicle that is to be placed out-of-service also becomes a priority when selecting the out-of-service location.

During roadside inspections the Department will check, verify and enforce federal out of service (OOS) orders placed on interstate and intrastate motor carriers to ensure unsafe carriers are not allowed to continue operations. In addition, the Department has deployed license plate reader technology that will assist in the identification of carriers subject to federal OOS orders.

The Department has adopted federal texting regulations by rule and enforces these laws on drivers that can be proven to be in violation. Federal cell phone laws have also been adopted related to drivers involved in interstate commerce and parallel laws have been added to our administrative code to include intrastate drivers. In addition, inspectors and investigators will attend all levels of Compliance, Safety, Accountability (CSA) training to include Electronic Logging Device (ELD) Training as well.

High crash corridor highways are identified using data updated yearly by the Texas Department of Transportation. The Department will use statistical information to assess the number of inspections conducted on high crash corridor highways as well as the number of passenger vehicles inspected. The Department will measure the number of arrests and warnings issued along with driver and vehicle out of service percentages to identify problem areas within the state. By directing focus on behaviors of both CMV and non-CMV drivers, the Department is optimistic about reducing CMV incidents of fatal and serious injury crashes by placing additional efforts on increasing the number of Level I and III inspections. The majority of our inspection efforts will be concentrated on the aggressive enforcement of state and federal laws in the vicinity of high crash corridor highways.

Projected Goals for FY 2018 - 2020

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Year 2018 - 2020. For FY 2018 - 2020, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: TEXAS DEPARTMENT OF PUBLIC SAFETY

Enter the total number of certified personnel in the Lead agency: 559

| Projected Goals for FY 2018 - Roadside Inspections | | | | | |
|--|---------------|--------------|-------------|---------------|---------------------|
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | 127825 | 8325 | 1625 | 137775 | 34.85% |
| Level 2: Walk-Around | 207350 | 14850 | 200 | 222400 | 56.26% |
| Level 3: Driver-Only | 32000 | 876 | 175 | 33051 | 8.36% |
| Level 4: Special Inspections | 55 | 3 | 0 | 58 | 0.01% |
| Level 5: Vehicle-Only | 250 | 5 | 1750 | 2005 | 0.51% |
| Level 6: Radioactive Materials | 0 | 5 | 0 | 5 | 0.00% |
| Sub-Total Lead Agency | 367480 | 24064 | 3750 | 395294 | |

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

You have not entered any subrecipient information. Visit Part 1, MCSAP Structure to add subrecipient information.

Non-Funded Agencies

| | |
|--|-------|
| Total number of agencies: | 69 |
| Enter the total number of non-funded certified officers: | 271 |
| Enter the total number of inspections projected for FY 2018: | 66325 |

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

| Projected Goals for FY 2018 Summary for All Agencies | | | | | |
|---|---------------|--------------|-------------|---------------|---------------------|
| MCSAP Lead Agency: TEXAS DEPARTMENT OF PUBLIC SAFETY | | | | | |
| # certified personnel: 559 | | | | | |
| Subrecipient Agencies: | | | | | |
| # certified personnel: 0 | | | | | |
| Number of Non-Funded Agencies: 69 | | | | | |
| # certified personnel: 271 | | | | | |
| # projected inspections: 66325 | | | | | |
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | 127825 | 8325 | 1625 | 137775 | 34.85% |
| Level 2: Walk-Around | 207350 | 14850 | 200 | 222400 | 56.26% |
| Level 3: Driver-Only | 32000 | 876 | 175 | 33051 | 8.36% |
| Level 4: Special Inspections | 55 | 3 | 0 | 58 | 0.01% |
| Level 5: Vehicle-Only | 250 | 5 | 1750 | 2005 | 0.51% |
| Level 6: Radioactive Materials | 0 | 5 | 0 | 5 | 0.00% |
| Total ALL Agencies | 367480 | 24064 | 3750 | 395294 | |

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

| Projected Goals for FY 2019 Roadside Inspections | Lead Agency | Subrecipients | Non-Funded | Total |
|---|--------------------|----------------------|-------------------|--------------|
| Enter total number of projected inspections | 395500 | 0 | 66500 | 462000 |
| Enter total number of certified personnel | 619 | 0 | 285 | 904 |
| Projected Goals for FY 2020 Roadside Inspections | | | | |
| Enter total number of projected inspections | 396000 | 0 | 66750 | 462750 |
| Enter total number of certified personnel | 649 | 0 | 300 | 949 |

4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.



The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.

Trend Analysis for 2012 - 2016

| Investigative Types - Interstate | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|-------------|-------------|-------------|-------------|-------------|
| Compliance Investigations | 0 | 0 | 0 | 0 | 0 |
| Cargo Tank Facility Reviews | 0 | 0 | 0 | 0 | 0 |
| Non-Rated Reviews (Excludes CSA & SCR) | 0 | 9 | 8 | 2 | 2 |
| CSA Off-Site | 0 | 0 | 0 | 0 | 0 |
| CSA On-Site Focused/Focused CR | 345 | 301 | 220 | 112 | 127 |
| CSA On-Site Comprehensive | 325 | 381 | 415 | 225 | 299 |
| Total Investigations | 670 | 691 | 643 | 339 | 428 |
| Total Security Contact Reviews | 0 | 0 | 0 | 0 | 0 |
| Total Terminal Investigations | 0 | 0 | 0 | 0 | 0 |

| Investigative Types - Intrastate | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|-------------|-------------|-------------|-------------|-------------|
| Compliance Investigations | 0 | 0 | 0 | 0 | 0 |
| Cargo Tank Facility Reviews | 0 | 0 | 0 | 0 | 0 |
| Non-Rated Reviews (Excludes CSA & SCR) | 0 | 22 | 5 | 2 | 1 |
| CSA Off-Site | 0 | 0 | 0 | 0 | 0 |
| CSA On-Site Focused/Focused CR | 364 | 357 | 168 | 104 | 97 |
| CSA On-Site Comprehensive | 769 | 939 | 1179 | 822 | 1118 |
| Total Investigations | 1133 | 1318 | 1352 | 928 | 1216 |
| Total Security Contact Reviews | 0 | 0 | 0 | 0 | 0 |
| Total Terminal Investigations | 0 | 0 | 0 | 0 | 0 |

Narrative Overview for FY 2018 - 2020**Instructions:**

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2018 - 2020

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2018 - 2020.

| Projected Goals for FY 2018 - 2020 - Investigations | | | | | | |
|---|------------|-------------|------------|-------------|------------|-------------|
| Investigation Type | FY 2018 | | FY 2019 | | FY 2020 | |
| | Interstate | Intrastate | Interstate | Intrastate | Interstate | Intrastate |
| Compliance Investigations | 0 | 0 | 0 | 0 | 0 | 0 |
| Cargo Tank Facility Reviews | 0 | 0 | 0 | 0 | 0 | 0 |
| Non-Rated Reviews (Excludes CSA & SCR) | 0 | 0 | 0 | 0 | 0 | 0 |
| CSA Off-Site | 0 | 0 | 0 | 0 | 0 | 0 |
| CSA On-Site Focused/Focused CR | 125 | 100 | 150 | 100 | 150 | 100 |
| CSA On-Site Comprehensive | 275 | 1100 | 250 | 1100 | 250 | 1100 |
| Total Investigations | 400 | 1200 | 400 | 1200 | 400 | 1200 |
| Total Security Contact Reviews | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Terminal Investigations | 0 | 0 | 0 | 0 | 0 | 0 |

Add additional information as necessary to describe the carrier investigation estimates.

The Department will continue to assist the FMCSA in conducting interstate compliance reviews and will continue to conduct intrastate compliance reviews during FY 2018-2020 period. The Department will evaluate statistical data and provide supervisory oversight at multiple levels to ensure these reviews are thorough, comprehensive, and performed in a timely manner to achieve the projected FY 2018 goal of 1,600 compliance reviews. While the 1,600 review estimate has been used for the FY 2019 and FY 2020 periods as well, the state will likely revise this based on factors that include but are not limited to manpower, overall need for investigations and changes in the investigation process.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

A compliance review is used to assess the safety fitness of a motor carrier. Inspections, crashes, fatality crashes, hazardous material incidents, complaints and other data are used to help identify high risk carriers that should be reviewed. The state believes compliance reviews are very effective in identifying areas where a motor carrier is experiencing difficulties that negatively impact CMV safety. A well-balanced motor carrier safety program includes compliance reviews of motor carriers to inform them of the regulations and improve carrier operations through education and enforcement. The Department firmly believes an aggressive compliance review program will ultimately improve highway safety and reduce commercial vehicle crashes. The Department is committed to the improvement of the safety of commercial motor carriers and drivers of commercial motor vehicles and continues to fully participate in the CSA program.

All of Texas 78 investigators now complete focused and comprehensive reviews. The Department participates in all necessary training and assigns instructors and investigators to attend all work related FMCSA webinars and classroom training. The Department continues to closely coordinate training and implementation activities with the FMCSA Texas Division.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

Performance Measurement 1: The Department will complete 1,600 compliance review investigations during each year of the FY 2018-2020 periods.

Monitoring & Evaluation:

All investigations will be reviewed by supervisors and administration for thoroughness and accuracy. The Department will evaluate statistical data as well as perform personnel observations to ensure compliance reviews are thorough, comprehensive, and performed in a timely manner to achieve the FY 2018-2020 goals.

5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2012 - 2016

Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

| State/Territory Defined Measurement Period (Include 5 Periods) | | Number of Documented CMV Traffic Enforcement Stops with an Inspection | Number of Citations and Warnings Issued |
|--|------------|---|---|
| Begin Date | End Date | | |
| 09/30/2015 | 10/01/2016 | 8630 | 12285 |
| 09/30/2014 | 10/01/2015 | 9405 | 13377 |
| 09/30/2013 | 10/01/2014 | 10803 | 15481 |
| 09/30/2012 | 10/01/2013 | 13113 | 17951 |
| 09/30/2011 | 10/01/2012 | 13432 | 17913 |

☒ The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.

☒ The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.

Enter the source and capture date of the data listed in the tables above.

Texas DPS Crash Database snapshot 07/07/17.

Narrative Overview for FY 2018 - 2020

Instructions:

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic

enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

The Department will assign the 412 CVE troopers to conduct routine inspection/enforcement activities on high crash corridor highways. Inspection and traffic enforcement activities will be conducted every day of the week and during all hours of the day but specific manpower deployments will be assigned by supervisors based on commercial motor vehicle travel patterns and the needs of specific areas. Task force operations will be utilized to address highway crash corridors and specific problem areas. The Department has a policy that all commercial motor vehicles stopped for traffic related offenses by a MCSAP certified trooper are to be given an inspection. In addition, no MCSAP grant or state matching funds are used to directly supplement traffic enforcement without inspection.

The Department will emphasize the enforcement of speeding, safety belt and radar detector violations committed by commercial vehicle drivers as well as passenger vehicle drivers comingling with CMV's. The Department will target the illegal use of radar detectors in commercial motor vehicles through the use of radar detector-detector devices issued to enforcement personnel. In addition, CVE and THP troopers will conduct periodic task force operations targeting the aggressive driving behaviors of CMV and non-CMV drivers.

Projected Goals for FY 2018 - 2020

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018 - 2020. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

| | | | Enter Projected Goals (Number of Stops only) | | |
|----------------------------------|----------------------------------|--|---|---------|---------|
| Yes | No | Traffic Enforcement Activities | FY 2018 | FY 2019 | FY 2020 |
| <input checked="" type="radio"/> | <input type="radio"/> | CMV with Inspection | 14000 | 14000 | 14000 |
| <input type="radio"/> | <input checked="" type="radio"/> | CMV without Inspection | 0 | 0 | 0 |
| <input type="radio"/> | <input checked="" type="radio"/> | Non-CMV | 0 | 0 | 0 |
| <input checked="" type="radio"/> | <input type="radio"/> | Comprehensive and high visibility in high risk locations and corridors (special enforcement details) | 950 | 950 | 950 |

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the [FAST Act](#) requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

| FY 2018 Planned Safety Activities | | | | |
|-----------------------------------|----------------|---------------------------|---------------------------|----------------------------|
| Inspections | Investigations | New Entrant Safety Audits | Sum of FY 2018 Activities | Average 2004/05 Activities |
| 461619 | 1600 | 2750 | 465969 | 300475 |

Describe how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

Supervisors review inspections and traffic citations for conformity with state and federal law as well as department policy and CVSA inspection procedures. Supervisors are required to regularly check commissioned and civilian

inspector work habits utilizing both direct monitoring and the review of video tapes to ensure effectiveness and consistency. Supervisors provide individual coaching and training to staff having difficulty meeting required goals. The Department provides refresher training on statutory (USC) and regulatory (CFR) changes. The Department will analyze management reports regarding the quantity, quality and timeliness of traffic enforcement activities for individuals as well as the program as a whole and take action when anomalies are identified.

6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility. ([49 CFR 350.201 \(aa\)](#)) States must achieve full participation (Step 6) by October 1, 2020. Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(cc\)](#).)

For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of at least Step 6 in PRISM, O&M costs are eligible expenses.

These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

| Technology Program | Current Compliance Level | Include O & M Costs? |
|--------------------|--------------------------|----------------------|
| ITD | Core CVISN Compliant | No |
| PRISM | Step 8 | Yes |

Available data sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency: Texas
Department of Motor Vehicles

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: Texas
Department of Public Safety

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative and Projected Goal:

If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

Texas level of PRISM compliance is at step 8.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to implement full participation in PRISM.

NA

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

NA

7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses.

Trend Analysis for 2012 - 2016

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

| Public Education and Outreach Activities | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|-------------|-------------|-------------|-------------|-------------|
| Carrier Safety Talks | 327 | 323 | 385 | 317 | 368 |
| CMV Safety Belt Education and Outreach | 0 | 0 | 0 | 0 | 0 |
| State Trucking Association Meetings | 3 | 3 | 3 | 3 | 3 |
| State-Sponsored Outreach Events | 1 | 1 | 1 | 1 | 1 |
| Local Educational Safety Events | 0 | 0 | 0 | 0 | 0 |
| Teen Safety Events | 0 | 0 | 0 | 0 | 0 |

Narrative Overview for FY 2018 - 2020

Performance Objective: *To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.*

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety initiatives. Include the number of personnel that will be participating in this effort.

During the FY 2018-2020 period, the Department will distribute the publications "A Texas Motor Carrier's Guide to Highway Safety" (MCS-9) relating to general motor carrier requirements and "Texas Guide to Farm Vehicle Compliance" (CVE-13) relating to commercial vehicle safety requirements for farm industry transportation. In addition, other guides relating to driver and vehicle requirements for commercial transportation in Texas will be distributed along with literature concerning the Compliance – Safety – Accountability (CSA) program. The Department will supply public awareness information to as many small carriers as possible. The Department will provide a copy of "A Texas Motor Carrier's Guide to Highway Safety", either electronically or in print, to each carrier at the conclusion of all compliance reviews and safety audits. Department troopers and investigators will make direct public contacts with motor carrier representatives to educate them in all matters related to the federal motor carrier safety regulations and Texas commercial motor vehicle state laws and exemptions.

Program Activity 1: The Department will provide safety awareness information to the motor carrier industry when requested and at all carrier interventions. The Department has made various DPS publications available through the Department's website at <http://www.txdps.state.tx.us/cve/publications.htm>. The Department will make every effort to gain motor carrier industry support in accomplishing safety awareness goals and objectives.

Program Activity 2: Department troopers and investigators will make direct public contacts with motor carrier representatives to educate them in all matters related to the federal motor carrier safety regulations and Texas commercial motor vehicle state laws and exemptions.

Projected Goals for FY 2018 - 2020

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

| | | | Performance Goals | | |
|----------------------------------|-----------------------|--|-------------------|---------|---------|
| Yes | No | Activity Type | FY 2018 | FY 2019 | FY 2020 |
| <input checked="" type="radio"/> | <input type="radio"/> | Carrier Safety Talks | 96 | 96 | 96 |
| <input checked="" type="radio"/> | <input type="radio"/> | CMV Safety Belt Education and Outreach | 1 | 1 | 1 |
| <input checked="" type="radio"/> | <input type="radio"/> | State Trucking Association Meetings | 3 | 3 | 3 |
| <input checked="" type="radio"/> | <input type="radio"/> | State-Sponsored Outreach Events | 2 | 2 | 2 |
| <input checked="" type="radio"/> | <input type="radio"/> | Local Educational Safety Events | 2 | 2 | 2 |
| <input checked="" type="radio"/> | <input type="radio"/> | Teen Safety Events | 1 | 1 | 1 |

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.

Performance Measurement 1: The Department will distribute approximately 3,200 "A Texas Motor Carrier's Guide to Highway Safety" publications at the conclusion of all compliance reviews and safety audits. In addition, each district CVE captain will submit a minimum of 1 Public Awareness Contact report for each month (8 captains x 12 months = 96) of FY 2018, 2019, and 2020.

Performance Measurement 2: Each district CVE captain will submit a minimum of 1 Public Awareness Contact report for each month (8 captains x 12 months = 96) of each fiscal year.

Monitoring & Evaluation:

The Department will monitor and evaluate the number of public contacts as well as the distribution of public awareness documentation and report the results quarterly to FMCSA.

8 - State Safety Data Quality (SSDQ)

The FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

| Technology Program | Current Compliance Level | Include O & M Costs? |
|--------------------|--------------------------|----------------------|
| SSDQ | Good | Yes |

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2018 - 2020.

| SSDQ Category | Current SSDQ Rating | Goal for FY 2018 | Goal for FY 2019 | Goal for FY 2020 |
|--------------------------------|---------------------|------------------|------------------|------------------|
| Crash Record Completeness | Good | Good | Good | Good |
| Fatal Crash Completeness | Good | Good | Good | Good |
| Crash Timeliness | Good | Good | Good | Good |
| Crash Accuracy | Good | Good | Good | Good |
| Crash Consistency | No Flag | No Flag | No Flag | No Flag |
| Inspection Record Completeness | Good | Good | Good | Good |
| Inspection VIN Accuracy | Good | Good | Good | Good |
| Inspection Timeliness | Good | Good | Good | Good |
| Inspection Accuracy | Good | Good | Good | Good |

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.

Analysis and Information (A&I) Online data snapshot used for the "Current SSDQ Rating" 07/14/17.

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.

The Department must maintain "Good" status in all categories and "no flag" in crash consistency. The Motor Carrier Bureau (MCB) and the Texas DOT's Crash Records Bureau (CRB) will maintain a cooperative relationship to ensure crash reports are submitted timely and accurately. The MCB will continue to ensure the quality review of data entry and editing of CMV inspection, crash, and compliance review data. The MCB will review monthly SSDQ reports to help identify potential problem areas and ultimately improve our data quality and timeliness. The MCB will consult with FMCSA Technical Support personnel to resolve issues as necessary.

The state remains "Good" or "No Flag" in all crash categories. Crash category percentages are within acceptable ranges and unfluctuating over the past year. No crash category is in a position to decline beneath the current status in the near future. The Department faced no major challenges in the area of data quality last year and anticipates none in FY 2018-FY 2020.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

The state continues to maintain its "Good" or "No Flag" status in all categories. The Department will continue to reach as close to 100% rating as possible in all categories. The Non-Fatal Crash Completeness measure has been

removed from the SSDQ. We do not foresee any difficulties in maintaining this status in the coming fiscal year.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Performance Measurement 1: The Department will maintain or improve its "good" or "no flag" SSDQ rating in all crash and inspection categories, including timeliness, accuracy, and completeness.

The timeliness and accuracy of crash record, inspection, and traffic enforcement data from the State of Texas to the Motor Carrier Management Information System (MCMIS) continues to progress positively. The Motor Carrier Bureau, in partnership with FMCSA Technical Support, continues to work to ensure we maintain the highest possible data quality standards. In addition, the Department maintains procedures for data entry personnel to research carrier information to ensure crashes are correctly designated. Monthly reviews of our State Safety Data Quality (SSDQ) statistics, as well as strict procedural requirements, have helped us maintain "good" crash and inspection data quality ratings.

The Department will continue to closely monitor all SSDQ categories to maintain the "good" rating in all currently "good" categories and make every effort to improve any deficient category that becomes deficient.

Performance Measurement 2: The Department is an active participant in the Data Q system and refers to the FMCSA's best practices user manual as necessary. It has been found that with the implementation of the Compliance – Safety – Accountability program, motor carriers are more likely to challenge roadside inspection and crash reports. In recent years we have seen an increase in motor carrier data inquiry challenges. Texas has since allocated and trained additional personnel to assist with the state's data inquiry program.

The Department will continue to monitor inspection Data Inquiries in a timely fashion and will respond to them within the FMCSA 10 day guideline.

9 - New Entrant Safety Audits

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP ([49 CFR 350.201](#).) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Note: The FAST Act also says that a State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

| Yes | No | Question |
|-----------------------|-----------------------|--|
| <input type="radio"/> | <input type="radio"/> | Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit. |
| <input type="radio"/> | <input type="radio"/> | Does your State conduct Group safety audits at non principal place of business locations? |
| <input type="radio"/> | <input type="radio"/> | Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant? |

Trend Analysis for 2012 - 2016

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

| New Entrant Safety Audits | 2012 | 2013 | 2014 | 2015 | 2016 |
|---------------------------|-------------|-------------|-------------|-------------|-------------|
| Interstate | 1674 | 1780 | 2713 | 3170 | 2760 |
| Intrastate | 0 | 0 | 0 | 0 | 0 |
| Total Audits | 1674 | 1780 | 2713 | 3170 | 2760 |

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2018 - 2020

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency:

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Statutory time limits for processing and completing interstate safety audits are:

- If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier—safety audit must be completed within 18 months.
- If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2018 - 2020

For the purpose of completing the table below:

- **Onsite safety audits** are conducted at the carrier's principal place of business.

- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

| Projected Goals for FY 2018 - 2020 - New Entrant Safety Audits | | | | | | |
|--|-------------|------------|-------------|------------|-------------|------------|
| | FY 2018 | | FY 2019 | | FY 2020 | |
| Number of Safety Audits/Non-Audit Resolutions | Interstate | Intrastate | Interstate | Intrastate | Interstate | Intrastate |
| # of Safety Audits (Onsite) | 2200 | 0 | 1750 | 0 | 1375 | 0 |
| # of Safety Audits (Offsite) | 549 | 0 | 1000 | 0 | 1375 | 0 |
| # Group Audits | 1 | 0 | 1 | 0 | 1 | 0 |
| TOTAL Safety Audits | 2750 | 0 | 2751 | 0 | 2751 | 0 |
| # of Non-Audit Resolutions | 0 | 0 | 0 | 0 | 0 | 0 |

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Program Overview

The FMCSA has established minimum requirements for interstate new entrant motor carriers to ensure that they are knowledgeable about the applicable federal motor carrier safety regulations in order to continue operating in interstate commerce. The New Entrant Safety Assurance Program is designed to improve the safety performance of new entrant motor carriers by providing educational and technical assistance to new motor carriers as they begin their new business in the motor carrier industry. To accomplish this objective, each new entrant motor carrier will receive a safety audit. The safety audit will be used to both educate the new carrier on compliance with the federal motor carrier safety regulations and hazardous material regulations, and to determine areas where the carrier might be deficient in terms of compliance.

One of the most important objectives of the DPS, through its Commercial Vehicle Safety Plan, is to reduce commercial vehicle crashes through enforcement of the motor carrier safety regulations. In support of this mission responsibility, the DPS submitted a funding proposal to the FMCSA that initiated our participation in the New Entrant Safety Assurance Program. As a result of sustained program funding by FMCSA, the DPS has been able to employ, train, and equip sufficient full-time employees to support the New Entrant Safety Assurance Program in the State of Texas.

Previous Year

The Texas Department of Public Safety projected that there would be approximately 2,750 new motor carriers in Texas in Fiscal Year 2017 that would fall under the auspices of the New Entrant Safety Assurance Program. This estimation required that the DPS would need to be conducting approximately 229 safety audits each month.

The Department completed 2,760 safety audits during FY 2016 and has delivered a total of 2,760 copies of A Motor Carrier Guide to Highway Safety to these motor carriers.

The increase in carriers has been close to our original expectations and the Department has managed to consistently complete 100% of all safety audits in the system on eligible new entrant carriers throughout the fiscal year. The Department will continue to complete 100% of eligible safety audits in FY 2018, up to the estimated 2,750 new motor carriers anticipated for the period.

The Department has had only 8 carriers reach an overdue or "rotten" status in FY 2016 as a result of our scheduling.

Program Resources

Currently, the DPS has 25 New Entrant grant funded employees dedicated to the New Entrant Program. Of these 25 personnel, 1 is the program supervisor, 19 are field investigators, and 5 provide staff support. Texas also utilizes state funded compliance review investigators who are certified to perform new entrant safety audits to augment the program to ensure our goals are met.

Personnel from the Texas Division of the FMCSA have also been conducting New Entrant Safety Audits throughout

the State of Texas. Additionally, the DPS has trained 41 out of our 54 state-funded compliance review investigators to perform New Entrant Safety Audits. These 41 compliance review investigators will still be primarily tasked with performing compliance reviews, but will be utilized as needed to assist our New Entrant Program staff in performing safety audits.

Investigators have received and will continue to receive all levels of FMCSA training related to the New Entrant process.

Methods

1. The Department will work with the FMCSA to identify new carriers in order to schedule and complete audits in a timely fashion.
2. Investigators will be hired, trained and equipped as necessary to maintain sufficient staffing levels of qualified investigative and administrative personnel.
3. Supervisory oversight will be provided to ensure a quality work product.
4. Safety audits will be scheduled in an efficient and timely fashion.
5. Authorized funding will be monitored and will be utilized effectively and efficiently.
6. The Department will continue to develop innovative methods to streamline the safety audit process in order to reduce costs and improve the efficiency of the new entrant program within the state.
7. Group audits will be utilized when strategically advantageous.

Resources Needed

DPS believes that in order to effectively sustain our New Entrant Safety Assurance Program to address interstate new entrants across the state, the program requires the following funding resources:

1. Salary and Benefits for Personnel
2. Travel Expenses for Program Delivery
3. Office Rental/Utilities
4. Equipment
5. Office Consumables

Impediments Anticipated

The program is tested and proven. No impediments are anticipated in reaching the FY 2018 New Entrant goals.

Activity Plan for FY 2018 - 2020: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

The Department will assist the Federal Motor Carrier Safety Administration (FMCSA) in reducing the number of crashes and fatalities involving large trucks and commercial buses by participation in the New Entrant Safety Assurance Program.

The Department will continue to assist the FMCSA in conducting New Entrant Safety Audits during FY 2018. The Department will provide supervisory oversight to ensure audits are complete and performed in a timely manner to achieve the FY 2018 goal of 100% of eligible new entrant motor carriers up to the anticipated 2,750.

The Department will provide access to publications, website information, and seminars when requested by the motor carrier industry. The Department will distribute copies of "A Texas Motor Carrier's Guide to Highway Safety" publications at the conclusion of all safety audits. Investigators will provide educational and technical assistance to 100% of eligible New Entrant motor carriers to promote safe operation by these new motor carriers.

The Department will utilize investigators to conduct compliance reviews during FY 2018 in order to maintain proficiency and required certifications. The Department will evaluate statistical data and provide supervisory oversight to ensure compliance reviews are thorough, comprehensive, and performed in a timely manner.

The Department's investigators will complete at least the minimum number of inspections required to maintain essential certifications. Supervisors will review investigator statistics and provide managerial oversight to ensure inspections are performed correctly and within required timeframe.

Program Activity 1: Require all New Entrant motor carriers to demonstrate sufficient compliance with applicable Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs).

Program Activity 2: Provide educational and technical assistance to 100% of eligible New Entrant motor carriers to promote safe operation by these new motor carriers.

Program Activity 3: Utilize grant funding effectively and efficiently to ensure every New Entrant motor carrier receives a safety audit within the required timeframe.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

Performance Measurement 1: The Department will measure the total number of safety audits performed by investigators.

Performance Measurement 2: The Department will measure the total number of copies of "A Texas Motor Carrier Guide to Highway Safety" distributed to motor carriers by investigators.

Performance Measurement 3: The Department will measure the number of carriers that fail to receive a timely audit within USDOT guidelines due to our scheduling practices and so are relegated to a "rotten" status.

Monitoring and Evaluation

The Department will evaluate quarterly the number of safety audits performed and submit a financial and performance report within 30 days of the end of each quarter, as required by FMCSA.

10 - Border Enforcement

The FAST Act affirms that States sharing a land border with another country will conduct a border commercial motor vehicle safety program focusing on international commerce, including enforcement and related projects ([49 CFR 350.201](#)). If a State sharing a land border with another country declines to engage in border related activities, it will forfeit all border enforcement funds the State is eligible to receive.

Trend Analysis for 2012 - 2016

In the table below, provide the number of inspections conducted in the past 5 years.

| Inspection Types | 2012 | 2013 | 2014 | 2015 | 2016 |
|--------------------------------|---------------|---------------|---------------|---------------|---------------|
| Level 1: Full | 104712 | 106491 | 103559 | 100290 | 99253 |
| Level 2: Walk-Around | 21602 | 25137 | 27596 | 23889 | 33235 |
| Level 3: Driver-Only | 9220 | 9008 | 7476 | 9762 | 9896 |
| Level 4: Special Inspections | 10 | 3 | 7 | 3 | 2 |
| Level 5: Vehicle-Only | 792 | 858 | 886 | 1072 | 1186 |
| Level 6: Radioactive Materials | 0 | 0 | 0 | 0 | 1 |
| Total | 136336 | 141497 | 139524 | 135016 | 143573 |

Narrative Overview for FY 2018 - 2020

☐ The State chooses not to engage in border enforcement activities in FY 0. If this box is checked, no additional narrative is necessary in this section.

Enter the Agency name conducting Border Enforcement activities if other than the Lead Agency:

Program Objectives: In addition to the primary goal of the program as stated below, a State must identify at least one of the following priority objectives as a focus within their border enforcement program to be considered for participating within this focus area.

Program Goal: Border States should conduct a border CMV safety program. The focus is on international commerce that includes enforcement and related projects, to ensure motor carriers and drivers operating CMVs (primarily those entering the United States from a foreign country) are in compliance with U.S. CMV safety standards and regulations, financial responsibility regulations, and registration requirements. It also ensures drivers of those vehicles are qualified and properly licensed to operate a CMV in the U.S.

Check all objectives that apply (minimum of 1):

☒ **Objective 1: International Motorcoach Inspections** - Facilitate the conducting of inspections of motorcoaches engaged in international commerce at bus stations, terminals, border crossings, maintenance facilities, destination locations, or other locations where a motor carrier may make a planned stop (excluding a weigh station). For FY 2018, FMCSA encourages States to examine their data on international motorcoach activity and use that data to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data or data source references.

☐ **Objective 2: High Crash Corridor Enforcement Focused on International Commerce** - Conduct international commerce CMV enforcement activities (inspections and traffic enforcement) within corridors where the data indicate that there are a high number of crashes involving vehicles engaged in international commerce.

☐ **Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings** - Conduct international commerce CMV safety inspections at identified sites where known international commerce activity occurs near the Canadian and Mexican borders but where there is no official border crossing facility. Site(s) must be identified in the narrative below and describe how far

these locations are from the nearest official border crossing facility, if any.

Projected Goals for FY 2018 - 2020

Summarize projected border enforcement activities in the table below.

Note: All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the CVSP, and not be indicated as BEG inspections on the inspection report which is uploaded into ASPEN

| Projected Goals for FY 2018 - 2020 - Border Enforcement | | | |
|---|---------------|---------------|---------------|
| | FY 2018 | FY 2019 | FY 2020 |
| Number of International Commerce Regular CMV | 130000 | 131000 | 132000 |
| Number of International Commerce HM | 4000 | 4000 | 4000 |
| Number of International Commerce Passenger | 1200 | 1200 | 1200 |
| Total International Commerce Inspections | 135200 | 136200 | 137200 |
| Number of Fixed Facility International Inspections | 130000 | 131000 | 132000 |
| Number of Non-Fixed Facility International Inspections | 0 | 0 | 0 |
| Traffic Enforcement | 0 | 0 | 0 |
| Strike Force Activities (CMVs) | 0 | 0 | 0 |
| Strike Force Activities (Passenger CMVs) | 240 | 240 | 240 |

Strategies: Include a description of the strategies that will be utilized to meet the program objective(s) above. The applicant must include any challenges or impediments foreseen.

Scope and Purpose of Project

In FFY 2002, the Texas DPS and FMCSA first entered into a Cooperative Agreement to provide for infrastructure to support the commercial vehicle safety inspection personnel at the Texas-Mexico border. Since the time of that initial agreement DPS has continued to make periodic manpower adjustments to ensure that our border inspection personnel are stationed where the maximum number of vehicles can be inspected and appropriate supervisory span of control is maintained.

The Texas DPS believes that our Border Staffing Plan supports our general commercial vehicle enforcement activities. The Department's primary mission at the Texas-Mexico border is:

- To ensure public safety and security;
- To prevent the premature and unnecessary deterioration of the state highway infrastructure;
- To ensure compliance with all state and federal regulations governing commercial vehicles and their drivers;
- To create an environment that promotes vital and safe commerce in Texas;
- Encourage the Mexican trucking industry to take a greater participatory role in resolving transportation safety issues.

Evaluation of Border Enforcement Efforts

Texas ports-of-entry continue to account for approximately 68% of all commercial motor vehicle crossings from Mexico. This translates into significant commercial motor vehicle traffic throughout the state on highways leading to and from the border. Laredo still leads the nation as the busiest southern port for commercial vehicle traffic with 2,083,964 truck crossings during calendar year 2016. El Paso, Pharr, and Brownsville are not far behind. The total number of commercial vehicles that entered Texas from Mexico at each port-of-entry in recent calendar years suggests these statistics are only increasing.

The DPS concurs with the FMCSA's belief that the intent of the U. S. Congress to ensure commercial vehicle safety at the border is best served if our inspection facilities are placed as close as possible to the U.S. Customs and Border Protection ports-of-entry. With the assistance of the FMCSA, Texas has constructed three (3) permanent border safety inspection facilities and five (5) temporary border safety inspection facilities located either on or adjacent to the U.S. Customs and Border Protection ports-of-entry at the eight (8) busiest ports between Texas and the United Mexican States. The Texas Border Staffing Plan provides personnel, equipment, and weigh-in motion technology to these sites. The Texas Border Staffing Plan has allowed the DPS to hire 220 individuals to date who are 100% dedicated to commercial vehicle enforcement at the Texas-Mexico border. The addition of these personnel has significantly enhanced the Department's ability to conduct the required safety and weight inspections as required by Congress, and to provide enforcement coverage during the same hours when U.S. Customs and Border Protection allow commercial vehicles to enter Texas from Mexico.

Faced with the task of ensuring that the commercial vehicles from Mexico, as well as the very significant numbers of U.S. commercial vehicles traveling to the border commercial zones comply with the Federal Motor Carrier Safety Regulations while operating in Texas, the Department has had to alter its enforcement program along the border and in the areas immediately north of the border. The Department has increased its Commercial Vehicle Enforcement personnel in the border counties by approximately 300% since 1995. Of the 777 total commissioned personnel and non-commissioned personnel in the Commercial Vehicle Enforcement Service, 340 are currently assigned to the border counties. In order to reduce the out-of-service rate and improve the overall compliance level of these

vehicles, the Department has tasked Commercial Vehicle Enforcement (CVE) Troopers and non-commissioned Inspectors with the responsibility of providing a daily enforcement presence at the border safety inspection facilities in Brownsville, Eagle Pass, El Paso (2), Laredo (2), Los Indios and Pharr. In addition to the daily enforcement presence at the border, CVE Troopers and non-commissioned Inspectors have also manned fixed inspection facilities on major highways leading away from the border on a daily basis in order to regulate those Mexican commercial motor vehicles that can or who have chosen to operate beyond the border commercial zones.

The Texas DPS shares the FMCSA's desire to increase inspections of motor coaches along the border and fully understands the position that 5 percent of the projected inspections be performed on motor coaches. The Department is aware of the significant number of motor coach crossings along the Texas/Mexico border and emphasizes the inspection of these types of commercial vehicles where it is safe and practical. Unfortunately, the vast majority of motor coaches cross the border at non-commercial vehicle crossings that have never been designed to accommodate these types of inspections. As a result, we are only able to safely conduct motor coach inspections and provide reasonable accommodations for passengers at the Lincoln-Juarez Bridge in Laredo and the Hidalgo Reynosa Bridge in McAllen. We work in direct cooperation with the FMCSA – Texas Division to maximize our effectiveness at these locations. Because of these constraints, it has not been possible for the DPS to commit to 5 percent of our projected border inspections to be conducted on motor coaches.

The following table summarizes inspection totals and out of service rates for Commercial Motor Vehicles at Texas ports of entry from FY 2012 through FY 2017 to date.

**Inspections at Texas Ports of Entry
FFY 2012 to FFY 2017 to date**

| Years | Inspections | VOOS | VOOS % | DOOS | DOOS % | Hazmat | Hazmat % |
|----------|-------------|--------|--------|------|--------|--------|----------|
| FY 2012 | 120,076 | 18,064 | 15.04% | 484 | 0.40% | 4,794 | 3.99% |
| FY 2013 | 125,664 | 19,200 | 15.28% | 481 | 0.38% | 4,791 | 3.81% |
| FY 2014 | 124,852 | 19,787 | 15.85% | 537 | 0.43% | 4,697 | 3.76% |
| FY 2015 | 121,070 | 21,081 | 15.85% | 570 | 0.43% | 3,994 | 3.76% |
| FY 2016 | 127,499 | 20,670 | 15.85% | 645 | .43% | 4,234 | 3.76% |
| FY 17 TD | 97,580 | 16,529 | 16.94% | 485 | .50% | 3,465 | 3.55% |

Projected Inspection totals for FFY 2017 indicate the DPS will meet its goal of inspecting more commercial motor vehicles at the ports of entry than in FFY 2016.

The DPS purchased semi-portable static weight scales during the earliest phase of the Texas Border Staffing Plan. These semi-portable static weight scales have been assigned to thirteen (13) of the commercial vehicle crossings between Texas and Mexico, including the five (5) remaining temporary border safety inspection facilities. The following table lists the operational status of the semi-portable scales that have been assigned to the border safety inspection facilities (BSIF).

Current Status of BSIF Fixed & Semi-Portable Scales:

| Location | Operational Status | Repair Status |
|---------------------|--------------------|----------------|
| Los Tomates POE | Operational | N/A |
| Los Indios POE | Operational | N/A |
| Progreso POE | Operational | N/A |
| Pharr POE | Operational | N/A |
| Rio Grande City POE | Operational | N/A |
| World Trade POE | Operational | N/A |
| Columbia POE | Operational | N/A |
| Camino Real POE | Non-Operational | Pending Repair |
| Del Rio POE | Non-Operational | Pending Repair |
| Presidio POE | Operational | N/A |
| BOTA POE (Fixed) | Operational | N/A |
| Ysleta POE (Fixed) | Operational | N/A |

The DPS is responsible for the repairs and maintenance on all of the semi-portable weight scales assigned to the border regions.

Weigh-in-motion scales have also been installed at eight (8) of the border safety inspection facilities. The following table lists the operational status of the weigh-in-motion scales that have been installed.

Current Status of BSIF WIM Scales:

| Location | Status |
|------------------------|----------------|
| Los Tomates POE | Operational |
| Los Indios POE | Operational |
| Pharr POE | Pending Repair |
| World Trade Bridge POE | Operational |
| Columbia POE | Operational |
| Camino Real POE | Operational |
| BOTA POE | Operational |
| Ysleta POE | Operational |

On May 10, 2002, an interagency agreement between the Texas Department of Public Safety and the Texas Department of Transportation was executed and identified the Texas Department of Transportation (TxDOT) as the responsible party for the repair and maintenance of the weigh-in-motion scales. The Department will continue its efforts to obtain the technical and financial assistance needed from TxDOT to ensure that each of the weigh-in-motion scales remain fully operational on a daily basis per the requirements of Section 350 of the Federal Fiscal Year 2002 U.S. Department of Transportation Appropriations Act (Pub. L. 107-87). Additionally, the Department will continue to report the status of all border static and weigh-in-motion scales utilized in the Texas Border Staffing Plan in our update report that is submitted to the FMCSA, Texas Division, on a quarterly basis. The Department's goal remains that each vehicle that enters one of the eight (8) Border Safety Inspection Facilities will be screened for compliance with the weight statutes via weigh-in-motion scales, and that any vehicle that fails the weigh-in-motion screening will be weighed for enforcement purposes on our static scales.

The Department will continue to evaluate new and innovative technologies that could provide an improved compliance status of commercial motor vehicles, drivers and motor carriers entering the United States from Mexico.

In addition, DPS personnel have received numerous hours of training regarding homeland security concerns and the Department has deployed radiation detection devices at each of the Texas-Mexico ports-of-entry.

The Texas Department of Public Safety believes that it is essential that it has the manpower and infrastructure in place to effectively regulate commercial vehicles both at the border and along border corridors resulting from crossings in to the United States from Mexico.

Staffing:

The DPS has the responsibility to provide inspection personnel for the twelve (12) largest commercial motor vehicle ports-of-entry between Texas and Mexico. Border inspection facilities have been built and are located at the following eight (8) ports-of-entry: Bridge of the Americas (BOTA) in El Paso, Zaragoza/Ysleta International Bridge in El Paso, World Trade Bridge in Laredo (located inside the U.S. Customs and Border Protection Bureau facility), Columbia-Solidarity International Bridge in Laredo, Eagle Pass Camino Real International Bridge, Pharr-Reynosa International Bridge, Los Indios Free Trade Bridge, and the Veterans International Bridge at Los Tomates in Brownsville. DPS enforcement responsibilities at these border facilities includes the inspection of commercial motor vehicles entering Texas for compliance with size and weight limitations, vehicle registration, insurance, CDL's, fuel permits, motor carrier safety, federal out of service orders and the hazardous material regulations. DPS, in cooperation with FMCSA, staffs these border safety inspection facilities during the hours when commercial motor vehicles are allowed to enter the United States by U.S. Customs and Border Protection. The Department also maintains sufficient training, support, and administrative personnel to support the Texas Border Staffing Plan.

The following chart depicts the current staffing levels:

| Type of Personnel | Number of Personnel |
|---|---------------------|
| Commissioned Field Troopers & Supervisory Personnel | 87 |
| CMV Inspectors | 120 |
| Administrative Assistants | 13 |
| Total Staff | 220 |

At present, the DPS has a total of 220 personnel that are 100% dedicated to border commercial vehicle enforcement activities. In addition to the eight (8) highest volume border crossings, DPS border enforcement personnel, in conjunction with FMCSA regulatory personnel, also periodically staff the four (4) U.S. Customs and Border Protection ports-of-entry located in Presidio, Del Rio, Rio Grande City, and Progreso. With coverage at these additional four (4) border crossings, the DPS and FMCSA provide enforcement coverage at twelve (12) ports-of-entry at the Texas-Mexico border.

Activity Plan for FY 2018 - 2020: Describe the specific activities planned to reach border enforcement goals.

Performance Objectives and Goals

Objective 1: To maintain the personnel, facilities and equipment deemed necessary by the Department to staff the highest volume commercial motor vehicle border crossings in order to inspect and weigh commercial motor vehicles from Mexico that will be operating throughout the State of Texas and the United States.

The Department's goal for FY 2018 will be to maintain or exceed the number of property commercial motor vehicle inspections and motorcoach inspections conducted at the Texas-Mexico border during the period. Additionally, the Department conducts CDL, operating authority, federal OOS and financial responsibility verification on each vehicle and driver inspected at the border. In Fiscal Year 2016, the DPS conducted a total of 127,499 commercial vehicles inspections at the border. Included in this total were 4,234 inspections of commercial vehicles transporting placarded hazardous materials and 1,071 motor coach inspections. During the first three quarters of FFY 2017, the DPS has conducted a total of 97,580 commercial vehicle inspections at the border facilities. Included in this total are 3,465 inspections of commercial vehicles transporting placarded hazardous materials and 1,128 motorcoach inspections. Projecting the inspection totals into the final quarter of FFY 2017 indicates that the DPS will have an increase in the number of total inspections performed. Motor coach inspections will continue to be an FY 2018 priority.

Objective 2: To maintain or reduce the out-of-service rate for inspections conducted on Mexican commercial motor vehicle drivers and vehicles entering Texas.

The DPS continues to place high emphasis on the compliance level of the commercial vehicles entering Texas from Mexico. The out-of-service rates for both drivers and vehicles entering Texas from Mexico were considerably higher than the national average for both driver and vehicle out-of-service rates at the inception of the Texas Border Staffing Plan. When the Department first began to staff the ports-of-entry with enforcement personnel in December 1995, the out-of-service rate for Mexican commercial vehicles ranged from 85 to 95 percent. By maintaining a diligent border enforcement program that continues to emphasize both the inspection of vehicles and the education of drivers and companies, the out-of-service rates for Mexican commercial vehicles in FFY 2016 was 15.85% for vehicles and remained at less than 1% for drivers. Inspection totals through the early quarters of FFY 2017 indicate that the vehicle out-of-service rate has risen to 16.94% and the driver out-of-service rate continues to be less than 1% for foreign-based commercial vehicles entering Texas from Mexico. The current vehicle out-of-service rate at the Texas – Mexico border is considerably lower than the national out-of-service rate for commercial vehicles of 20.36%, while the driver out-of-service rate is well below the national average of 5.03%.

The Department believes that through a strategy of continued daily enforcement presence at the border ports-of-entry, the out-of service rates for both drivers and commercial vehicles entering Texas from Mexico can be further reduced.

The Department's goals for FY 2018 will be to provide necessary personnel and infrastructure as well as to maintain the vehicle out-of-service rate at the Texas-Mexico border at equal to or below the national average for vehicles inspected and to maintain the present driver out-of-service rate at less than 1%. This goal is also compatible and supports all aspects of the current and FY 2017 Texas CVSP activities.

Objective 3: In FY 2018, the Department will station some civilian and commissioned personnel along crash corridors but not directly at border safety inspection facilities in order to conduct enforcement activities where the data indicates there are a high number of commercial crashes related to traffic resulting from international commerce.

In addition to the daily enforcement presence at the border, CVE Troopers and non-commissioned Inspectors have historically manned fixed inspection facilities on major highways leading away from the border on a daily basis in order to regulate those commercial motor vehicles transporting cargo originating in border cities as a result of international commerce. Fixed facilities are located on US 77 near Riviera, US 281 near Falfurrias, and IH 35 near Devine and have not been historically supported by Border Enforcement Grant funding. With the advantage of the now combined MCSAP program, the state will explore the use of funds at locations such as these to combat statistically identified crash corridor problems resulting from international commerce but happening away from the border.

The Department also pursues a strategy of educational outreach to the Mexican motor carrier industry as well as US carriers located in the vicinity of the border. The Department will continue to distribute the publications "A Texas Motor Carrier's Guide to Highway Safety" (MCS-9) relating to general motor carrier requirements and "Texas Guide to Farm Vehicle Compliance" (CVE-13), relating to commercial vehicle safety requirements for farm industry transportation. The Department currently submits regular monitoring reports to FMCSA which provide details that include time and attendance during these public safety and awareness seminars. This activity has been and will continue to be monitored as a function of regular MCSAP activity.

Goals

1. To provide inspection personnel and equipment at the highest volume commercial motor vehicle border crossings between Texas and Mexico.
2. To maintain or reduce the current out-of-service rates for inspections conducted on Mexican commercial motor vehicle drivers and vehicles entering Texas.
3. To explore the advantages of focusing enforcement efforts on crash corridors away from the border where data indicates high CMV related crashes resulting from international commerce with Mexico.

Performance Measurement Plan: Describe how you will measure progress toward the performance objective goal, to include quantifiable and measurable outputs (work hours, carrier contacts, inspections, etc.) and in terms of performance outcomes. The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outcomes.

Performance Measurement 1: The personnel counts at the US-Mexico ports of entry (POE) and along traffic corridors leading away from POE locations.

Performance Measurement 2: The number of commercial motor vehicles and motorcoaches inspected at the commercial motor vehicle ports-of-entry.

Performance Measurement 3: The collection of the out-of-service rates for inspections conducted on Mexican commercial vehicles entering the state through the ports-of-entry and comparing these rates with drivers and vehicles inspected elsewhere in the country and in the State of Texas.

Monitoring & Evaluation:

The Department will evaluate quarterly border enforcement statistics and submit financial and performance activity reports as required by FMCSA

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2018 - 2020).

1 - Enforcement of Federal OOS Orders during Roadside Activities**Instructions:**

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

☐ **As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.**

Narrative Overview for FY 2018 - 2020

Enter your State's OOS Catch Rate percentage if below 85 percent: 50%

Projected Goals for FY 2018 - 2020: Enter a description of the State's performance goals.

| Fiscal Year | Goal (%) |
|--------------------|-----------------|
| 2018 | 85 |
| 2019 | 85 |
| 2020 | 85 |

The OOS catch rate for Texas in FY 2016 was 50%, which was a 10% improvement over the FY 2015 statistic.

The Department utilizes inspection software that identifies PRISM targeted federal out-of-service (OOS) carriers and trains inspectors to identify and take appropriate action when encountering those subject to such OOS orders.

In spite of our continued efforts to train inspectors and correct those who fail to take appropriate enforcement action, an 85 percent catch rate continues to elude the state. The issue is also impacted by the fact that Texas has developed a very large number of outside agencies that are certified to perform inspections but not MCSAP recipients. These enforcement agencies do not receive automatic notice of OOS carriers when filling out reports and so must do manual searches of SAFER in order to identify targeted carriers. It's more difficult to impress on such agencies the urgency of taking enforcement action on PRISM targeted carriers subject to federal OOS orders.

Still, the state's catch rate continues to improve every year and we are confident that the 85 percent catch rate will be attained.

Program Activities for FY 2018 - 2020: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

Performance Objective: To educate all Texas inspectors to recognize and take action against carriers operating under a federal OOS order. Texas inspectors will recognize and place out of service at least 85% of all CMVs operating under an OOS order in FY 2018-FY2020.

The Department will evaluate the list provided by our federal partners of carriers inspected while subject to a Federal OOS order. Those cases that are not placed OOS will be evaluated and inspectors educated as necessary.

The Department lacks the authority to place OOS carriers subject to a Federal OOS order only when operating solely in intrastate commerce and not determined to be OOS for an imminent hazard.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Performance Measurement:

Texas will increase the number of carriers placed out of service when appropriate to 85 percent in FY 2018 through FY 2020.

Monitoring and Evaluation:

The Department will evaluate the number of carriers stopped for inspection each month based on statistics provided by our federal partners. We will evaluate those that are subject to a federal OOS order and confirm that appropriate enforcement action was taken. The number of carriers stopped for inspection while subject to a federal OOS order will be specified in the quarterly reports.

2 - Passenger Carrier Enforcement

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

☐ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe the problem as identified by performance data and include the baseline data.

While the state does not have a statistically significant problem with motor coach crashes when compared to the state's overall commercial crash numbers, the Department recognizes that no passenger vehicle crashes, injuries or fatalities are acceptable and so will continue to work to reduce statistics in all categories.

Projected Goals for FY 2018 - 2020: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2018, 2019 and 2020 must also be included.

Reduce passenger commercial motor vehicle fatality crashes by 5% per fiscal year during the 3 year period from 2018 – 2020 based on each previous year. For FY 2017 the goal was set at 28 fatality crashes following the 29 that occurred in FY 2016 but that number has unfortunately already been exceeded in the third quarter of the period. The FY 2018 goal will rely on FY 2017 statistics that are not yet available but will be by the time of reporting.

Program Activities for FY 2018 - 2020: Provide additional information regarding how these activities will be implemented.

The Department of Public Safety has developed an active passenger vehicle inspection program with a goal of enhancing passenger carrier safety in Texas. The Department conducts passenger carrier inspections in accordance with the MCSAP Comprehensive Policy Version 3.0. Both Level I and V inspections are conducted during terminal and destination inspections. Because of the necessity to limit the time that a passenger vehicle is delayed during an inspection, the passenger vehicle becomes a "priority vehicle" and every effort is made to move the passenger vehicle forward so that it can be inspected as quickly as possible. The safety and comfort of the passengers traveling on a passenger vehicle that is to be placed out-of-service also becomes a priority when selecting the out-of-service location.

The Department will increase the number of passenger vehicle inspections conducted in Texas by conducting 4,000 passenger vehicle inspections each year starting in FY 2018 and ending in FY 2020. The Department will place particular attention on conditionally rated passenger vehicle carriers and passenger vehicle carriers with safety ratings over 5 years old. Additionally, the Department will make compliance reviews of passenger carriers a priority. The Department will continue to train CVE troopers in passenger vehicle inspections. Lastly, we will seek industry support through educational contacts.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Performance Measurement 1: The Department will monitor the overall number of passenger vehicle crashes, fatality crashes, injuries and fatalities.

Performance Measurement 2: The Department will monitor all levels of inspections conducted on passenger vehicles in the coming fiscal year.

Performance Measurement 3: The Department will monitor the number of carrier interventions on passenger carriers in the coming fiscal year.

3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2017 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2017 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.

The Department would conduct special task force operations focused on the Eagle Ford Shale and Permian Basin counties as well as other energy sector regions identified as having high crash problems. Taskforce operations focused on CMV inspection and traffic enforcement were to be conducted as necessary throughout Texas to provide additional enforcement activity to address this sharp increase in CMV related crash statistics within the related counties. These operations were to consist of at least 3 officers who would provide additional enforcement activity in an effort to lower the vehicle and driver OOS rates as well as produce a decline in the overall number of crashes and fatality crashes.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

To lower the overall number of CMV crashes and fatality crashes within the Eagle Ford Shale and Permian Basin Regions by 1% per year over based on each previous year during the period of FY 2014 to FY 2017.

Actual: Insert year to date progress (#, %, etc., as appropriate).

Crashes declined very dramatically during the enforcement period and especially in the last two fiscal years. However, this was in all probability as much to do with the downturn in the national energy sector as with enforcement. Instead of a one percent decline, the state witnessed a decline of approximately 34 percent in the Eagle Ford Shale between FY 2015 and FY 2016 and an impressive but less dramatic decline for the Permian Basin Region.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

In 2012, a significant challenge to Texas CMV crash rates was identified. The Texas energy sector demonstrated a sharp increase in commercial crashes since oil drilling began around 2007. Despite a slight decline in 2009 following the downturn in the economy, commercial crashes nearly doubled in 2011 and again in 2012 before continued to rise at a rate of about 20 percent. This was a data identified problem crash location. The downturn in the United States energy sector and the need to utilize troopers at border locations for the interdiction of both human and contraband smuggling led to a decrease in the overall number and size of task force operations. During a more critical time, the state requested incentive overtime funding through a federal High Priority grant. While these activities have been dramatically reduced and a large portion of this overtime funding is expected to be returned, the state will continue to scrutinize the region in the case the energy climate shifts but the state will not set a priority for the FY 2018 period at this time.

Activity #2

Activity: Describe State-specific activity conducted from previous year's CVSP.

The Department will conduct special task force operations focused on Interstate Highway-35 crash corridor which has been identified as having Texas highest crash and fatality crash numbers. Twelve (12) taskforce operations are to be conducted in the vicinity of the IH-35 Crash Corridor. Task force operations will be conducted once per quarter for each of three regions located along the corridor. Operations will consist of at least twenty (20) personnel working for at least two consecutive days.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

To lower the overall number of crashes and fatality crashes within the Interstate Highway 35 Region by 1% per year over the period of FY 2014 to FY 2017. The goal each year of the coming FY 2014-2017 period will be based on the previous year.

Actual: Insert year to date progress (#, %, etc., as appropriate).

During each quarterly task force operation in FY 2017, an average of 740 inspections were conducted in the first three quarters of the year. When you consider that in the entire FY 2017 period to date, a total of 14,966 inspections were performed along that highway corridor, this suggests that the task force operations have come to represent about 15 percent of the total inspection output in that sector. CMV traffic enforcement statistics also demonstrate peaks during the task force periods. Unfortunately, crashes have continually been on the rise for each year of period although fatality crashes dropped in FY 2016 and are on target to decline in FY 2017 as well.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Texas leads the nation in Commercial Motor Vehicle crashes. Crashes occur with the greatest frequency along the IH-35 crash corridor. This is a data identified top crash location. Task force operations along the corridor result in increased inspection activity, CMV traffic enforcement, and visibility of commercial motor vehicle enforcement units during the periods. Although crashes have continued to rise for each year of the period, fatalities along the corridor declined in FY 2016 and are on target to do so again in FY 2017. Traffic along the corridor continues to rise as a result of strong trade with Mexico and a robust Texas economy. The task force operations along the IH-35 corridor will continue in the FY 2018-FY 2020 period.

4 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2018 - 2020. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Task Force Operations -Interstate Highway 35

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Texas leads the nation in Commercial Motor Vehicle crashes. Commercial crashes occur with the greatest frequency along the IH-35 crash corridor. This is a data identified top crash location.

Projected Goals for FY 2018 - 2020:

Enter performance goal.

To lower the overall number of crashes and fatality crashes within the Interstate Highway 35 Region by 1% per year over the period of FY 2018 to FY 2020. The FY 2018 goal will rely on FY 2017 statistics that are not yet available but will be by the time of reporting.

Program Activities for FY 2018 - 2020: Describe the activities that will be implemented including level of effort.

The Department will conduct special task force operations focused on Interstate Highway-35 crash corridor which has been identified as having Texas highest crash and fatality crash numbers. Twelve (12) taskforce operations are to be conducted in the vicinity of the IH-35 Crash Corridor. Task force operations will be simultaneously conducted once per quarter in all of the three regions located along the IH-35 corridor. Operations will consist of at least twenty (20) personnel working for at least two consecutive days.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Performance Measurement 1: The Department will track inspection activity and related OOS rates within the IH-35 region during the periods of the task force operations. Performance Measurement 2: The Department will track traffic enforcement activity (Moving Violations) within the IH-35 region during the periods of the task force operations. Performance Measurement 3: The Department will track the overall number of crashes and fatality crashes in the related IH-35 region.

Part 4 - Financial Information

1 - Overview

The spending plan is a narrative explanation of each budget component, and should support the cost estimates for the proposed work. The plan should focus on how each item will achieve the proposed project goals and objectives, and justify how costs are calculated. The spending plan should be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable ([2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - Example: A Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions:

The spending plan data forms are displayed by budget category. You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share cannot exceed 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share must be at least 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort** expenditures will be entered in a separate line below each budget category table for FY 2018. MOE expenditures will not, and should not, be included in the calculation of Total Project Costs, Federal share, or State share line items.

New for FY 2018

- **Incorporation of New Entrant and Border Enforcement into MCSAP**

The FAST Act consolidated new entrant and border enforcement under the MCSAP grant. For FY 2018, costs for New Entrant safety audits and border enforcement activities will no longer be captured in separate spending plans. States may opt to identify new entrant and border enforcement costs separately in the budget tables, but are not required to do so.

- **Calculation of Federal and State Shares**

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85 percent Federal share and 15 percent State share automatically for States and populates these values in each line. Federal share is the product of Total Project Costs X .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system.

States may change or delete the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate 75 percent of an item to Federal share, and 25 percent of the item to State share. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- **Expansion of On Screen Messages**

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

The system will confirm that:

- *Federal share plus State share equals Total Project Costs on each line item*
- *Accounting Method is selected in Personnel, Part 4.2*
- *Overtime value does not exceed the FMCSA limit*
- *Planned MOE Costs equal or exceed FMCSA limit*
- *Proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts*
- *Territory's proposed Total Project Costs are within \$5 of \$350,000*

For States completing a multi-year CVSP, the financial information should be provided for FY 2018 only.

| ESTIMATED Fiscal Year Funding Amounts for MCSAP | | | |
|---|-------------------|-----------------|-------------------------|
| | 85% Federal Share | 15% State Share | Total Estimated Funding |
| Total | \$30,144,318.00 | \$5,319,586.00 | \$35,463,904.00 |

| Summary of MCSAP Funding Limitations | |
|---|----------------|
| Allowable amount for Overtime without written justification (15% of MCSAP award amount): | \$5,319,586.00 |
| MOE Baseline: | \$8,268,560.93 |

2 - Personnel

Personnel costs are salaries for employees working directly on a project.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the eCVSP.

Note: *Do not include any personally identifiable information in the eCVSP.*

Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all of your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: *Reimbursement requests must be based upon documented time and effort reports. For example, a MCSAP officer spent approximately 35 percent of his time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).*

In the annual salary column, enter the annual salary for each position.

Total Project Costs are calculated by multiplying # of Staff X % of Time X Annual Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy, then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

| Summary of MCSAP Funding Limitations | |
|--|----------------|
| Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP award amount): | \$5,319,586.00 |

| Personnel: Salary and Overtime Project Costs | | | | | | |
|---|------------|-----------|----------------|------------------------|------------------------|-----------------------|
| Salary Project Costs | | | | | | |
| Position(s) | # of Staff | % of Time | Annual Salary | Total Project Costs | Federal Share | State Share |
| Commissioned Officer Inspection Hours | 157000 | 100.0000 | \$34.89 | \$5,477,730.00 | \$4,656,070.50 | \$821,659.50 |
| Non-Commissioned Inspection Hours | 20000 | 100.0000 | \$17.40 | \$348,000.00 | \$295,800.00 | \$52,200.00 |
| CMV Traffic Enforcement Hours | 10000 | 100.0000 | \$34.89 | \$348,900.00 | \$296,565.00 | \$52,335.00 |
| Compliance Review Hours | 26000 | 100.0000 | \$22.25 | \$578,500.00 | \$491,725.00 | \$86,775.00 |
| New Entrant Audit Hours | 6250 | 100.0000 | \$22.25 | \$139,062.50 | \$118,203.13 | \$20,859.37 |
| Out-of-Service Verification Hours | 1000 | 100.0000 | \$34.89 | \$34,890.00 | \$29,656.50 | \$5,233.50 |
| NAS (Part A) Training Hrs | 7200 | 100.0000 | \$34.89 | \$251,208.00 | \$213,526.80 | \$37,681.20 |
| NAS (Part B) Training Hrs | 7200 | 100.0000 | \$34.89 | \$251,208.00 | \$213,526.80 | \$37,681.20 |
| General Hazardous Materials Training Hrs | 6000 | 100.0000 | \$34.89 | \$209,340.00 | \$177,939.00 | \$31,401.00 |
| Cargo Tank Inspection Training Hrs | 4200 | 100.0000 | \$34.89 | \$146,538.00 | \$124,557.30 | \$21,980.70 |
| Other Bulk Packaging Training Hrs | 2520 | 100.0000 | \$34.89 | \$87,922.80 | \$74,734.38 | \$13,188.42 |
| Compliance Review Training Hrs | 3840 | 100.0000 | \$22.25 | \$85,440.00 | \$72,624.00 | \$12,816.00 |
| Passenger Vehicle Training Hrs | 1728 | 100.0000 | \$34.89 | \$60,289.92 | \$51,246.43 | \$9,043.49 |
| Train-the-Trainer Hours | 1200 | 100.0000 | \$34.89 | \$41,868.00 | \$35,587.80 | \$6,280.20 |
| Commissioned CVE Troopers | 59 | 100.0000 | \$72,560.88 | \$4,281,091.92 | \$3,638,928.13 | \$642,163.79 |
| Civilian CVE Inspectors | 126 | 100.0000 | \$36,192.00 | \$4,560,192.00 | \$3,876,163.20 | \$684,028.80 |
| Civilian CR/NE Investigators | 23 | 100.0000 | \$46,287.12 | \$1,064,603.76 | \$904,913.20 | \$159,690.56 |
| Commissioned CVE Line Sergeants | 17 | 100.0000 | \$80,538.96 | \$1,369,162.32 | \$1,163,787.97 | \$205,374.35 |
| Commissioned CVE Line Lieutenants | 5 | 100.0000 | \$89,280.00 | \$446,400.00 | \$379,440.00 | \$66,960.00 |
| Commissioned CVE Line Captains | 2 | 100.0000 | \$110,865.96 | \$221,731.92 | \$188,472.13 | \$33,259.79 |
| Assistant State Commercial Vehicle Safety Coordinator | 1 | 100.0000 | \$110,865.96 | \$110,865.96 | \$94,236.07 | \$16,629.89 |
| NE/CR Program Coordinator | 2 | 100.0000 | \$89,273.60 | \$178,547.20 | \$151,765.12 | \$26,782.08 |
| Comm CVE Trainers | 5 | 100.0000 | \$80,538.96 | \$402,694.80 | \$342,290.58 | \$60,404.22 |
| Administrative Assistants | 16 | 100.0000 | \$34,302.72 | \$548,843.52 | \$466,516.99 | \$82,326.53 |
| Fiscal Affairs Administrators | 2 | 100.0000 | \$59,819.52 | \$119,639.04 | \$101,693.18 | \$17,945.86 |
| Compliance Audit Section Negotiator | 1 | 100.0000 | \$41,870.40 | \$41,870.40 | \$35,589.84 | \$6,280.56 |
| New Entrant Audit Section Evaluators | 4 | 100.0000 | \$34,302.00 | \$137,208.00 | \$116,626.80 | \$20,581.20 |
| Database Administrator B26 | 1 | 100.0000 | \$75,988.20 | \$75,988.20 | \$64,589.97 | \$11,398.23 |
| Database Administrator B20 | 1 | 100.0000 | \$46,287.12 | \$46,287.12 | \$39,344.05 | \$6,943.07 |
| Programmer V | 1 | 100.0000 | \$101,339.76 | \$101,339.76 | \$86,138.80 | \$15,200.96 |
| Programmer IV | 1 | 100.0000 | \$90,313.44 | \$90,313.44 | \$76,766.42 | \$13,547.02 |
| Subtotal: Salary | | | | \$21,857,676.58 | \$18,579,025.09 | \$3,278,651.49 |
| Overtime Project Costs | | | | | | |
| Overtime for all Positions | 1 | 100.0000 | \$2,065,262.72 | \$2,065,262.72 | \$1,755,473.30 | \$309,789.42 |
| Subtotal: Overtime | | | | \$2,065,262.72 | \$1,755,473.30 | \$309,789.42 |
| TOTAL: Personnel | | | | \$23,922,939.30 | \$20,334,498.39 | \$3,588,440.91 |

| | |
|------------------------|-----------------|
| Accounting Method: | Accrual |
| Planned MOE: Personnel | \$13,946,550.00 |

Enter detailed explanation of how you came up with the personnel costs.

Spending Plan: Personnel MCSAP

Hourly rate is based on mid-range salary for civilian and commissioned personnel calculated to include pay adjustments resulting from legislative appropriation confirmed semi-annually. (Trooper III salary x 12 months / 2,080 Hours).

Inspection Hours:

During FY 2018, the Department will request reimbursement for 190,650 of the 395,292 inspection hours we estimate conducting in the course of our regular roadside enforcement program. These inspections will consist of all levels with emphasis on Level I, II, & III Inspections and will be based on an average of one hour per inspection. This amount of time is needed to locate the vehicle, perform the inspection; complete the inspection report and CDL verification status check; file charges in the appropriate court, and oversee out-of-service drivers and vehicles. These inspection activities will be charged an hourly rate of \$34.89 for CVE commissioned officers and \$17.40 for non-commissioned CVE Inspectors. These rates are based on state FY 2017 salary expenditures for the CVE Service.

Commissioned Officer Inspections

157,000 @ \$34.89 (wage) = \$5,477,730.00

Non-Commissioned Inspector Inspections

20,000 @ \$17.40 (wage) = \$348,000.00

Allocated Budget for Driver/Vehicle Inspections: \$5,564,927.25

CMV Traffic Enforcement Hours:

The DPS will conduct regular shift traffic enforcement through the use of commissioned CVE officers and the officers of the Highway Patrol (HP) Service who have been trained to conduct Level II and III Inspections targeting operators of commercial motor vehicles that commit serious traffic violations during FY 2018. The DPS will devote the deployment of this effort to high crash corridors, construction zones, and areas where large numbers of violations are known to be committed by CMV operators. Speeding, following too close, improper lane usage, and sign/signal violations will receive the highest priority. As well, the DPS will continue to ensure CDL verification status is obtained on all drivers. Officers working these details will be required to perform at a minimum, a Level III Inspection on each vehicle stopped unless the officer deems the location of the stop too unsafe to do so. The DPS plans to expend 10,000 man-hours of traffic enforcement, which should result in approximately 18,000 enforcement actions on commercial motor vehicles. These traffic enforcement hours will charge against the grant at an hourly rate of \$34.89 for CVE commissioned officers.

Commissioned Officer CMV Traffic Enforcement Hours

10,000 @ \$34.89 (wage) = \$348,900.00

Compliance Review Investigation Hours:

The Department will conduct 1,600 compliance reviews on interstate and intrastate motor carriers during FY 2018, using non-commissioned CVE Investigators who have been certified to conduct these reviews. A total of 26,000 hours will be allocated to billing for this activity. These Compliance Review hours will be charged against the grant at an hourly rate of \$22.25 per hour.

Non-commissioned Investigator Hours

26,000 @ \$22.25 (wages) = \$578,500.00

New Entrant Audit Hours:

The Department will conduct 2,750 new entrant safety audits on interstate and motor carriers during FY 2018, using non-commissioned CVE Investigators who have been certified to conduct these reviews. A total of 6,250 hours will be allocated to billing for this activity. These Compliance Review hours will be charged against the grant at an hourly rate of \$22.25 per hour.

Non-commissioned Investigator Hours

6,250 @ \$22.25 (wages) = \$ 139,062.50

Out-of-Service Verification

The Department has fifty-five (55) sergeant areas. Each sergeant area will be responsible for conducting at least forty-eight (48) hours of covert operations. A total of 1,000 hours will be needed for this program. These Out-of-Service Verification hours will charge against the grant at an hourly rate of \$34.89 for CVE commissioned officers.

Allocated Budget for OOS Verification
1,000 hours @ \$34.89 (wage) = \$34,890.00

Training Plan

The Department will conduct training during FY 2018, in all of the required NTC courses as well as other state training courses for troopers and non-commissioned personnel as follows:

Courses Students Hourly Rate Cost

NAS (Part A) Training 180 X 40 hrs. @ \$34.89 = \$251,208.00
 NAS (Part B) Training 180 X 40 hrs. @ \$34.89 = \$251,208.00
 General Hazardous Materials Training 150 X 40 hrs. @ \$34.89 = \$209,340.00
 Cargo Tank Inspection Training 150 X 28 hrs. @ \$34.89 = \$146,538.00
 Other Bulk Packaging Training 90 X 28 hrs. @ \$34.89 = \$87,922.80
 Compliance Review Training 48 X 80 hrs. @ \$22.25 = \$85,440.00
 Passenger Vehicle Training 72 X 24 hrs. @ \$34.89 = \$60,289.92

Total \$1,091,946.72

Train-the-Trainer Hours:

The Department plans to have twelve (12) CVE Troopers and Non-Commissioned Investigators serving as Associate Staff members of the National Training Center during FY 2017. These troopers will instruct the training courses listed below in the Training Plan. Additionally, these instructors will be utilized to provide instruction in recertification schools for municipal and county MCSAP enforcement officers. The Department is allocating 1,200 hours for these instructors to provide the training. These Train-the-Trainer hours will charge against the grant at an hourly rate of \$34.89 for CVE commissioned officers.

Total Train-the-Trainer Expense
1,200 hours @ \$34.89 (wage) = \$41,868.00

Total for all Hours = \$8,060,897.22

Positions:

(Note: Salaries include wages, hazardous duty pay and stipends in some case. Overtime calculated at 15% of total wages).

Salary and Benefits for fifty nine (59) Commissioned Commercial Vehicle Enforcement Troopers to be located strategically along the Texas border. Troopers conduct inspections roadside and at ports of entry to satisfy border enforcement related goals.

59 positions @ \$72,560.88 = \$4,281,091.92

Salary and Benefits for one hundred and twenty (126) Civilian Commercial Vehicle Enforcement Inspectors to be located strategically along the Texas border at eight designated ports of entry facilities (120) as well as 2 NAFTA designated inspection/scale sites that are along major highway crash corridors (2 @ Queen City on U.S. 59 & 4 @ Devine on IH-35). (Including overtime).

126 positions @ \$36,192 = \$4,560,192.00

Salary and Benefits for four (23) Civilian Compliance Review/New Entrant Investigators strategically placed around state to augment the compliance review and New Entrant programs (Non-Commissioned positions at Salary Group B20, including overtime.)

23 positions @ \$46,287.12 = \$1,064,603.76

Salary and Benefits for twenty (17) Commissioned Commercial Vehicle Enforcement Sergeants to manage the activities of the troopers and inspectors. Sergeants supervise daily operation of work and staff, provide staff training/technical assistance, coordinate staff work schedule/assignments, track and following-up on procedures to meet quality assurance, and track policy to ensure compliance.

17 positions @ \$80,538.96 = \$1,369,162.32

Salary and Benefits for five (5) Commissioned Commercial Vehicle Enforcement Lieutenants to be stationed at strategic locations along the border and to act as assistants to the captains as supervisors and to support border

related activities.

5 positions @ \$89,280 = \$446,400

Salary and Benefits for two (2) Commissioned Commercial Vehicle Enforcement Captains to be stationed at strategic locations along the border (Laredo, and Weslaco) to provide guidance and manage policy within the districts. The captain is responsible for administering a traffic enforcement and commercial vehicle regulatory and inspection program within a region or district.

2 positions @ \$110,865.96 = \$ 221,713.92

Salary and Benefits for Assistant State Commercial Vehicle Safety Coordinator position for grant preparation pertaining to CMV safety and to oversee federal funded projects, purchases and expenditures. (Commissioned officer at the rank of Captain, including overtime.)

1 position @ \$110,865.96

Salary and Benefits for two (2) New Entrant/Compliance Review Program Coordinator positions to assist with the overall management and supervision of the Compliance Review and New Entrant Program personnel.

(Commissioned officer at the rank of Lieutenant or non-commissioned employee at a similar pay classification, including overtime)

2 position @ \$89,273.60 x 2= \$178,547.2

Salary and Benefits for two (5) Commercial Vehicle Enforcement Trainer positions certified to instruct North American Standard Schools to all inspector personnel. (Commissioned officer at the rank of Sergeant, including overtime)

5 position @ \$80,538.96 = \$402,694.80

Salary and Benefits for sixteen (16) Administrative Assistant positions to be located at strategic locations along the border (12), the Austin MCB training office (1), the THP headquarters office in Austin (1), the CVE office in Corpus Christi (1), and the THP headquarters office in Austin Motor Carrier Bureau to support New Entrant Coordinator (1). (Including Overtime)

16 positions @ \$34,302.72 = \$548,843.52

Salary and Benefits for two (2) Fiscal Affairs Administrators to monitor federally appropriated funds and expenditures, including the administration of purchasing, developing and maintenance of financial records. Administration and maintenance of equipment inventory records. (Non-Commissioned positions at Salary Group B19, including overtime.)

2 positions @ \$59,819.52=\$119,639.04

Salary and Benefits for one (1) Civilian Motor Carrier Compliance Audit Section Negotiator in Austin to enhance the review, approval, and processing of compliance reviews conducted by field investigators. The need for this position is a result of additional activities precipitated by the Compliance – Safety – Accountability (CSA) program.

(Non-Commissioned position at Salary Group B15, including overtime.)

1 position @ \$41,870.40

Salary and Benefits for four (4) Civilian New Entrant Audit Section Evaluators in Austin to enhance the review and processing of audits conducted by field investigators. (Non-Commissioned position at Salary of Administrative Assistant III, including overtime)

4 positions @ \$34,302 Wages

Data:

Accurate and timely inspection, crash, and traffic enforcement data is essential to both the individual state programs and the National MCSAP Program. The Department has developed a State Inspection Database System (Formerly referred to as SIDS, now the CVE-3 application) to upload timely inspection and traffic enforcement data into SafetyNet and MCMIS. The Department continues to work with FMCSA to improve our existing interface to continue to enhance the timely uploads of CMV data to SafetyNet and MCMIS. The Department will utilize the service of two (2) full-time Database Administrators and two (2) programmers to ensure timely data uploads as well as maintenance, operations and ongoing enhancements to this mission-critical system. (Including Overtime)

Salary and Benefits, including overtime for the Database Administrators (Salary Groups B20 and B26)

1 @ \$ 75,988.20

1 @ \$ 46,287.12

Salary and Benefits, including overtime for the Programmers (Programmer IV and V)

1 @ \$101,339.76

1 @ \$90,313.44

Total Allocated for Data Collection =\$313,928.52

Total Hours = \$8,060,897.22
Total Salaried FTEs = \$13,796,779.36
Total Combined = \$21,857,676.58
Overtime on all Positions = \$2,110,857.38

Total Personnel Cost = \$23,922,939.30

3 - Fringe Benefits

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided. For more information on this item see [2 CFR §200.431](#).

Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that have an accrual basis of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).

Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

- Costs are provided under established written policies
- Costs are equitably allocated to all related activities, including Federal awards
- Accounting basis (cash or accrual) selected for costing each type of leave is consistently followed by the non-Federal entity or specified grouping of employees

Depending on the State, there are set employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- For each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.
- The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.
- Health Insurance and Pensions can vary greatly and can be averaged and like Workers' Compensation, can sometimes to be broken into sworn and unsworn.

In the Position column include a brief position description that is associated with the fringe benefits.

The **Fringe Benefit Rate** is:

- The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

The **Base Amount** is:

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8/100 = \$97,200$ Total Project Costs.

The Total Project Costs equal Fringe Benefit Rate X Base Amount divided by 100.

| Fringe Benefits Project Costs | | | | | |
|-------------------------------------|-----------------------|-----------------|-----------------------|-----------------------|-----------------------|
| Position(s) | Fringe Benefit Rate | Base Amount | Total Project Costs | Federal Share | State Share |
| All Billable Hours and FTEs | 34.3800 | \$21,857,676.58 | \$7,514,669.20 | \$6,387,468.82 | \$1,127,200.38 |
| TOTAL: Fringe Benefits | | | \$7,514,669.20 | \$6,387,468.82 | \$1,127,200.38 |
| Planned MOE: Fringe Benefits | \$4,131,823.00 | | | | |

Enter detailed explanation of how you came up with the fringe benefits costs.

Spending Plan: Fringe Benefits

Benefits are calculated as 34.38% of base pay, per federal reimbursement policies outlined in Texas Accounting Policy Statement 023 (AY2016). These account for group insurance, retirement contributions, benefit replacement pay. Fringe benefits are applied to expense for regular wages and billed hours only and not to overtime costs.

Allocated Budget = \$7,514,669.20

4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and input in the table below.

| Travel Project Costs | | | | | |
|---|---------------------|-----------|---------------------|---------------------|--------------------|
| Purpose | # of Staff | # of Days | Total Project Costs | Federal Share | State Share |
| North American Standard (Part A) School | 120 | 5 | \$40,800.00 | \$34,680.00 | \$6,120.00 |
| North American Standard (Part B) School | 120 | 5 | \$40,800.00 | \$34,680.00 | \$6,120.00 |
| General Hazardous Materials School | 100 | 5 | \$34,000.00 | \$28,900.00 | \$5,100.00 |
| Cargo Tank Inspection School | 100 | 5 | \$34,000.00 | \$28,900.00 | \$5,100.00 |
| Other Bulk Packaging School | 50 | 4 | \$13,600.00 | \$11,560.00 | \$2,040.00 |
| Compliance Review Investigator School | 25 | 10 | \$17,000.00 | \$14,450.00 | \$2,550.00 |
| New Entrant Audit Training | 25 | 10 | \$17,000.00 | \$14,450.00 | \$2,550.00 |
| Passenger Vehicle Inspection School | 40 | 3 | \$8,110.00 | \$6,893.50 | \$1,216.50 |
| NAS for HP – Part B School Only | 60 | 5 | \$20,400.00 | \$17,340.00 | \$3,060.00 |
| Intrastate Motor Carrier Safety School "Texas Part C" | 120 | 3 | \$480.00 | \$408.00 | \$72.00 |
| NAS Level I Annual Recertification School | 500 | 2 | \$68,000.00 | \$57,800.00 | \$10,200.00 |
| Level VI Certification School | 6 | 4 | \$1,632.00 | \$1,387.20 | \$244.80 |
| NAS Level VI Annual Recertification School | 6 | 1 | \$408.00 | \$346.80 | \$61.20 |
| Enhanced Investigative Techniques (CSA III) and Electronic Logging Device (ELD) Schools | 50 | 4 | \$13,600.00 | \$11,560.00 | \$2,040.00 |
| CVSA Workshop OOS | 6 | 5 | \$12,000.00 | \$10,200.00 | \$1,800.00 |
| CVSA Annual Conference OOS | 6 | 5 | \$12,000.00 | \$10,200.00 | \$1,800.00 |
| North American Inspectors Championship | 5 | 5 | \$10,000.00 | \$8,500.00 | \$1,500.00 |
| COHMED Conference OOS | 4 | 5 | \$8,000.00 | \$6,800.00 | \$1,200.00 |
| Roadcheck 2018 Enforcement | 150 | 3 | \$30,600.00 | \$26,010.00 | \$4,590.00 |
| Interdiction Training Travel (DIAP) OOS | 8 | 5 | \$16,000.00 | \$13,600.00 | \$2,400.00 |
| Intrastate Instructor Travel | 8 | 5 | \$16,000.00 | \$13,600.00 | \$2,400.00 |
| Miscellaneous MCSAP Related Travel | 17 | 5 | \$34,000.00 | \$28,900.00 | \$5,100.00 |
| Compliance Review Related Travel | 74 | 3 | \$50,000.00 | \$42,500.00 | \$7,500.00 |
| New Entrant Audit Related Travel | 74 | 3 | \$50,000.00 | \$42,500.00 | \$7,500.00 |
| Miscellaneous Border and MCSAP Operations Related Travel | 75 | 5 | \$50,000.00 | \$42,500.00 | \$7,500.00 |
| IH-35 Task Force | 40 | 6 | \$16,320.00 | \$13,872.00 | \$2,448.00 |
| District Task Force Operations | 40 | 16 | \$43,520.00 | \$36,992.00 | \$6,528.00 |
| TOTAL: Travel | | | \$658,270.00 | \$559,529.50 | \$98,740.50 |
| Planned MOE: Travel | \$174,632.00 | | | | |

Enter detailed explanation of how you came up with the travel costs.

Spending Plan: Travel

Travel is calculated for each individual at a maximum per day cost of \$51.00 for meals and \$85.00 for lodging (total \$136) which is then divided in half to account for the Department's policy of double occupancy of rooms whenever practicable. Out of state travel is estimated.

North American Standard (Part A) School

Personnel to be trained – 120 Personnel for 5 days
(In-state, includes travel, meals & lodging)
\$40,800

North American Standard (Part B) School

Personnel to be trained – 120 Personnel for 5 days
(In-state, includes travel, meals & lodging)
\$40,800

General Hazardous Materials School

Personnel to be trained – 100 Personnel for 5 days
(In-state, includes travel, meals & lodging)
\$34,000

Cargo Tank Inspection School

Personnel to be trained – 100 Personnel for 5 days
(In-state, includes travel, meals, lodging)
\$34,000

Other Bulk Packaging School

Personnel to be trained – 50 Personnel for 4 days
(In-state, includes travel, meals, lodging)
\$13,600

Compliance Review Investigator School

Personnel to be trained – 25 Personnel for 10 days
(In-state, includes travel, meals, lodging)
\$17,000

New Entrant Audit Training

Personnel to be trained – 25 Personnel for 10 days
(In-state, includes travel, meals, lodging)
\$17,000

Passenger Vehicle Inspection School

Personnel to be trained – 40 Personnel for 3 days
(In-state, includes travel, meals, lodging)
\$8,110

NAS for HP – Part B School Only

Personnel to be trained – 60 Personnel for 10 days
(In-state, includes travel, meals, lodging)
\$20,400

Intrastate Motor Carrier Safety School "Texas Part C"

Course curriculum includes: Intrastate Regulations relating to Applicability, Equipment, Operating Authority, Driver Qualifications, Commercial Driver License, Commercial Vehicle Inspection, Hazardous Materials, and Insurance Regulations.
Personnel to be trained – 120 Personnel for 3 days
(In-state, includes travel, meals, lodging)
\$24,480

NAS Level I Annual Recertification School

Personnel to be trained – 500 Personnel for 2 days
(In-state, includes travel, meals, lodging)
\$ 68,000

Level VI Certification School

Personnel to be trained – 6 Personnel for 4 days
(In-state, includes travel, meals, lodging)
\$1,632

NAS Level VI Annual Recertification School

Personnel to be trained – 6 Personnel for 1 day
(In-state, includes travel, meals, lodging)
\$408

Enhanced Investigative Techniques (CSA III) and Electronic Logging Device (ELD) Schools

Personnel to be trained – 50 Personnel for 4 days
(In-state, includes travel, meals, lodging)
\$13,600

CVSA Workshop

Out-of State
6 personnel @ \$2,000 each
\$12,000

CVSA Annual Conference

Out-of-state
6 personnel @ \$2,000 each
\$12,000

North American Inspectors Championship

Out-of-State

International Inspector Competition
5 personnel @ \$2,000 each
\$10,000

COHMED Conference

Out-of-State
4 personnel @ \$2,000 each
\$8,000

Roadcheck 2017 Enforcement

150 personnel for 3 Days
\$30,600

Interdiction Training Travel (DIAP)

Out-of-State
8 personnel @ \$2,000 each
\$16,000

Intrastate Instructor Travel

to teach NAS Parts A & B, General Hazardous Materials, Cargo Tank, Passenger Vehicle Inspection, and specialized training schools
\$16,000

Miscellaneous MCSAP Related Travel

Out-of-Area meetings; Conferences for MCSAP Staff; Out of State Travel; Certification Maintenance; Travel for competitors for the 2017 State Challenge Competition; CMV Safety Presentations and Texas CMV Conferences, General MCSAP related travel
\$34,000

Compliance Review Related Travel

Compliance Review Investigators, Commercial Vehicle Inspectors conducting MCSAP related activities other than training in Austin.
\$50,000

New Entrant Audit Related Travel

(In-state, includes travel, meals, lodging)
\$50,000

Miscellaneous MCSAP Operations Related Travel

Out-of-Area meetings; Conferences for MCSAP Staff; Out of State Travel; Certification Maintenance; Travel for competitors for the 2018 State Challenge Competition; ELD Training; General MCSAP related travel; State CMV Conference related travel; (includes travel, meals, lodging) (In-state, includes travel, meals, lodging)
\$50,000

IH-35 Task Force

Twelve (12) taskforce operations to be conducted in the vicinity of the IH-35 Crash Corridor. Task force operations to be conducted one per quarter for each of the three regions located along the corridor. Operations will consist of twenty (20) personnel for working for two consecutive days. Only ten (10) personnel will require travel. (3 x 4 x 10 x 2 x \$136.00 x .5) (In-state, includes travel, meals, lodging)
\$16,320

District Task Force Operations

Four (4) taskforce operations in each of the eight (8) captain's districts throughout the state will target aggressive driving of commercial vehicles and other traffic comingling with commercial vehicles. Taskforce operations will on average be conducted quarterly and consist of 10 personnel in each district working for 2 consecutive days during each operation. These personnel will be strategically located throughout each district to maximize efforts to reduce crashes. Level II and III inspections will be performed with the level III being the preferred level of inspection. These operations will target fatigued drivers and traffic enforcement violations such as speeding, following too close, lane violations, radar detector violations, etc. (4 x 8 x 10 x 2 x \$136.00 x .5) (In-state, includes travel, meals, lodging)
\$43,520

Allocated Budget (Training and Other) = \$658,270.00

5 - Equipment

Equipment is tangible property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment threshold is below \$5,000, check the box below and provide the equipment threshold amount. See §§[200.12](#) Capital assets, [200.20](#) Computing devices, [200.48](#) General purpose equipment, [200.58](#) Information technology systems, [200.89](#) Special purpose equipment, and [200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

The Total Project Costs equal # of Items x Full Cost per Item x Percentage of Time Dedicated to MCSAP.

| Equipment Project Costs | | | | | | |
|---|-----------------------|--------------------|---------------------------|-----------------------|---------------------|---------------------|
| Item Name | # of Items | Full Cost per Item | % Time Dedicated to MCSAP | Total Project Costs | Federal Share | State Share |
| Patrol Vehicles | 14 | \$39,040.00 | 100 | \$546,560.00 | \$464,576.00 | \$81,984.00 |
| Patrol Vehicle Make Ready Equipment | 14 | \$19,761.00 | 100 | \$276,654.00 | \$235,155.90 | \$41,498.10 |
| Supervisory Vehicles | 5 | \$25,925.00 | 100 | \$129,625.00 | \$110,181.25 | \$19,443.75 |
| Supervisory Vehicle Make Ready Equipment | 5 | \$14,508.00 | 100 | \$72,540.00 | \$61,659.00 | \$10,881.00 |
| Scale Calibration Press | 2 | \$25,849.00 | 100 | \$51,698.00 | \$43,943.30 | \$7,754.70 |
| Bus Ramps | 1 | \$12,000.00 | 100 | \$12,000.00 | \$10,200.00 | \$1,800.00 |
| TOTAL: Equipment | | | | \$1,089,077.00 | \$925,715.45 | \$163,361.55 |
| Equipment threshold is greater than \$5,000. | | | | | | |
| Planned MOE: Equipment | \$1,318,614.00 | | | | | |

Enter detailed explanation of how you came up with the equipment costs.

Spending Plan: Equipment Border Enforcement

Patrol Vehicles

Chevrolet Tahoe 4WD Pursuit Vehicle and Upfit
14 @ \$39,040 = \$546,560

Patrol Vehicle Make Ready Equipment

To include In-Car Computer, Mobile APX Radio, and WatchGuard 4RE Mobile Video System
14 @ \$19,761 = \$276,654

Supervisory Vehicles

Ford Police Interceptor Sedan and Upfit
5 @ \$25,925 = \$129,625

Supervisory Vehicle Make Ready Equipment

To include In-Car Computer and Mobile APX Radio
5 @ \$14,508 = \$72,540

Scale Calibration Press

To calibrate scales in order to weigh vehicles to ensure compliance with tire weight rating limitations in the FMCSR and other related weight laws. A CVSA level of inspection will be conducted and documented on all CMVs weighed. Will be part of the state's incentive allocation.

2 @ \$25,849 = \$51,698

Bus Ramps

To examine undercarriage of motor coaches for compliance with the FMCSRs

1 Set @ \$12,000 = \$12,000

Allocated Budget = \$1,089,077.00

6 - Supplies

Supplies means all tangible property other than that described in §[200.33](#) Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §§[200.20](#) Computing devices and [200.33](#) Equipment. Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

List a description of each item requested, including the number of each unit/item, the unit of measurement for the item, and the cost of each item/unit.

Total Project Costs equal #of Units x Cost per Unit.

| Supplies Project Costs | | | | | | |
|--|------------------|---------------------|---------------|---------------------|---------------|-------------|
| Item Name | # of Units/Items | Unit of Measurement | Cost per Unit | Total Project Costs | Federal Share | State Share |
| Desktop Computers with Flat Panel Monitors | 50 | Item | \$1,150.00 | \$57,500.00 | \$48,875.00 | \$8,625.00 |
| Mobile Laptop Computers | 34 | Item | \$1,800.00 | \$61,200.00 | \$52,020.00 | \$9,180.00 |
| Tablet Computers | 25 | Item | \$650.00 | \$16,250.00 | \$13,812.50 | \$2,437.50 |
| Federal Motor Carrier Safety Regulations | 1925 | Book | \$9.00 | \$17,325.00 | \$14,726.25 | \$2,598.75 |
| Federal Hazardous Material Regulations | 1375 | Book | \$17.50 | \$24,062.50 | \$20,453.13 | \$3,609.37 |
| DVD-RW's | 600 | Spindle (100) | \$46.00 | \$27,600.00 | \$23,460.00 | \$4,140.00 |
| Cargo Seals – High and Standard Security | 35000 | Item | \$0.45 | \$15,750.00 | \$13,387.50 | \$2,362.50 |
| Gloves – High Quality | 1400 | Pair | \$19.00 | \$26,600.00 | \$22,610.00 | \$3,990.00 |
| State Challenge Inspection Competition Supplies | 1 | Varies | \$15,000.00 | \$15,000.00 | \$12,750.00 | \$2,250.00 |
| CVSA Out-of-Service Criteria Pictorial Handbooks | 900 | Book | \$24.00 | \$21,600.00 | \$18,360.00 | \$3,240.00 |
| Office Supplies, Basic Tools and Furniture | 559 | Varies | \$100.00 | \$55,900.00 | \$47,515.00 | \$8,385.00 |
| Computrace and Encryption Software Licenses | 559 | License | \$100.00 | \$55,900.00 | \$47,515.00 | \$8,385.00 |
| Adobe Professional Software Licenses | 150 | License | \$300.00 | \$45,000.00 | \$38,250.00 | \$6,750.00 |
| Magnetic Strip Readers | 240 | Item | \$55.00 | \$13,200.00 | \$11,220.00 | \$1,980.00 |
| Safety Glasses | 900 | Pair | \$6.50 | \$5,850.00 | \$4,972.50 | \$877.50 |
| USB Flash Drives | 55 | Item | \$35.00 | \$1,925.00 | \$1,636.25 | \$288.75 |
| GPS Vehicle Navigation Systems | 25 | Item | \$85.00 | \$2,125.00 | \$1,806.25 | \$318.75 |
| Mobile Thermal Printers | 215 | Item | \$490.00 | \$105,350.00 | \$89,547.50 | \$15,802.50 |
| Thermal Paper | 1 | Rolls | \$3,000.00 | \$3,000.00 | \$2,550.00 | \$450.00 |
| Flat Screen Televisions | 6 | Item | \$280.00 | \$1,680.00 | \$1,428.00 | \$252.00 |
| Digital Cameras with Data Cards | 95 | Item | \$195.00 | \$18,525.00 | \$15,746.25 | \$2,778.75 |
| Signature Capture Terminals | 100 | Item | \$295.00 | \$29,500.00 | \$25,075.00 | \$4,425.00 |
| Out of Service Stickers | 15000 | Sticker | \$0.25 | \$3,750.00 | \$3,187.50 | \$562.50 |
| Portable Document Scanners | 50 | Item | \$1,200.00 | \$60,000.00 | \$51,000.00 | \$9,000.00 |
| Maintenance Items for Portable Printers | 920 | Cartridges | \$75.00 | \$69,000.00 | \$58,650.00 | \$10,350.00 |
| Training Supplies | 1 | Varies | \$15,000.00 | \$15,000.00 | \$12,750.00 | \$2,250.00 |
| Haenni Portable Scales | 12 | Scale | \$4,995.00 | \$59,940.00 | \$50,949.00 | \$8,991.00 |
| Radar Detector Detectors | 195 | Item | \$1,300.00 | \$253,500.00 | \$215,475.00 | \$38,025.00 |
| Bolt Cutters | 50 | Pair | \$85.00 | \$4,250.00 | \$3,612.50 | \$637.50 |
| Portable Breath Testers | 50 | Item | \$330.00 | \$16,500.00 | \$14,025.00 | \$2,475.00 |
| Wheel Chocks | 50 | Set | \$31.00 | \$1,550.00 | \$1,317.50 | \$232.50 |
| Inspection Creepers | 250 | Item | \$45.00 | \$11,250.00 | \$9,562.50 | \$1,687.50 |

| | | | | | | |
|---|-----------------------|---------|--------------|-----------------------|-----------------------|---------------------|
| Speed Detection Equipment (Radar, LIDAR) | 55 | Item | \$2,250.00 | \$123,750.00 | \$105,187.50 | \$18,562.50 |
| Other Inspection Related Tools and Supplies | 559 | Varies | \$50.00 | \$27,950.00 | \$23,757.50 | \$4,192.50 |
| Uniforms Commissioned | 103 | Uniform | \$350.00 | \$36,050.00 | \$30,642.50 | \$5,407.50 |
| Uniforms for Non-commissioned | 225 | Uniform | \$95.00 | \$21,375.00 | \$18,168.75 | \$3,206.25 |
| Ammunition and Firearms Supplies | 412 | Varies | \$35.00 | \$14,420.00 | \$12,257.00 | \$2,163.00 |
| Vehicle Fuel | 1 | Varies | \$195,690.00 | \$195,690.00 | \$166,336.50 | \$29,353.50 |
| Educational Handouts (Public Education) | 32000 | Book | \$0.25 | \$8,000.00 | \$6,800.00 | \$1,200.00 |
| TOTAL: Supplies | | | | \$1,542,817.50 | \$1,311,394.88 | \$231,422.62 |
| Planned MOE: Supplies | \$1,279,438.00 | | | | | |

Enter detailed explanation of how you came up with the supplies costs.

Spending Plan: Supplies

Desktop Computers with Flat Panel Monitors

(As part of three year replacement interval)

50 @ \$1,150 = \$57,500

Mobile Laptop Computers

(As part of three year replacement interval)

34 @ \$1,800 = \$61,200

Tablet Computers

25 @ \$650 = \$16,250

Federal Motor Carrier Safety Regulations

(49 CFR 390 et seq)

1,925 books @ \$9 = \$27,600

Federal Hazardous Material Regulations

(49 CFR 100-185)

1,375 books @ \$17.50 = \$24,062.5

DVD-RW's

(For the WatchGuard in-car video system to document commercial vehicle inspection and drug and alcohol enforcement activities)

600 spindles of 100 DVD-RW's @ \$46 = \$18,400

Cargo Seals – High and Standard Security

(To re-seal transport vehicles after FMCSR/HMR related inspections)

35,000 @ \$.45 = \$15,750

Gloves – High Quality

(To conduct commercial vehicle inspections)

1,400 pair @ \$19 = \$26,600

State Challenge Inspection Competition Supplies

which includes all training materials needed for testing modules and event supplies.

\$15,000

CVSA Out-of-Service Criteria Pictorial Handbooks

900 @ \$24 = \$21,600

Office Supplies, Basic Tools and Furniture

for personnel that administer the MCSAP program to include commissioned and non-commissioned staff throughout the state.

559 personnel @ \$100 = \$55,900

Computrace and Encryption Software Licenses

(To enhance security of data on laptop computers)

559 @ \$100 = \$55,900

Adobe Professional Software Licenses

(To process CR, NE, Data Qs, and other CVE related documents)

150 @ \$300 = \$45,000

Magnetic Strip Readers

(To ensure CDL data is captured accurately roadside)

240 @ \$55 = \$ 13,200

Safety Glasses

(For eye protection while conducting inspections)

900 @ \$6.50 = \$ 5,850

USB Flash Drives

55 @ \$35 = \$ 1,925

GPS Vehicle Navigation Systems

25 @ \$85 = \$2,125

Mobile Thermal Printers

(To print CVE Inspection Reports)

215 @ \$490 = \$ 105,350

Thermal Paper

(For performing Inspections)

\$3,000

Flat Screen Televisions

(For CVE supervisors to review inspection contacts as well as alcohol and drug related cases pertaining to commercial vehicle operation to ensure proper procedures are followed and to enhance the overall quality of inspection activities. Officers' primary duty is the inspection of CMVs. Supervisory review of activities is essential to inspectors' professional development)

6 @ \$280 = \$1,680

Digital Cameras with Data Cards

(To document inspection defects for court & training)

95 @ \$195 = \$18,525

Signature Capture Terminals

(To collect digital record of driver signature on commercial motor vehicle inspections)

100 @ \$295 = \$ 29,500

Out of Service Stickers

(Sticker to be placed on OOS vehicles as required)

15,000 @ \$0.25 = \$3,750

Portable Document Scanners

(To scan CRs and other CVE related documents)

60 @ \$1,200 = \$ 72,000

Maintenance Items for Portable Printers

(Ink Cartridges and Drums)

920 cartridges @ \$75 = \$69,000

Training Supplies

(For all schools listed in the Training Plan)

\$15,000

Haenni Portable Scales

(To weigh vehicles to ensure compliance with tire weight rating limitations in the FMCSR and other related weight laws. A CVSA level of inspection will be conducted and documented on all CMVs weighed with these portable scales). Will be part of the state's incentive allocation.

12 @ \$4,995 = \$59,940

Radar Detector Detectors

(To enforce FMCSRs related to the possession and use of radar detectors). Will be part of the state's incentive allocation.

195 @ \$1,300 = \$ 253,500

Bolt Cutters

(To enable inspectors to cut seals and locks on trailers in order to determine load securement)

50 @ \$85 = \$ 4,250

Portable Breath Testers

(To enable inspectors to determine driver compliance with alcohol related state laws and federal regulations)

50 @ \$330 = \$ 16,500

Wheel Chocks

(To secure commercial vehicles for level one inspections)

200 @ \$31 = \$ 6,200

Inspection Creepers

(For performing inspections of CMV undercarriages)

250 @ \$45 = \$11,250

Speed Detection Equipment (Radar, LIDAR)

To enforce speed laws throughout the state in accordance with MCSAP spending policy

55 @ \$2,250 = \$ 123,750

Other Inspection Related Tools and Supplies

For commissioned and non-commissioned inspectors

559 @ \$50 = \$ 27,950

Uniforms Commissioned

For commissioned MCSAP funded officers

103 @ \$350 = \$ 36,050

Uniforms for Non-commissioned

For commissioned MCSAP funded inspectors and investigators

225 @ \$95 = \$ 21,375

Ammunition and Firearms Supplies

For Commissioned Trooper MCSAP Inspectors

412 @ \$35 = \$ 14,420

Vehicle Fuel

For MCASP full time Employees' Vehicles

~~59 @ \$3,500 = \$ 206,500~~ Adjusted to \$180,940

Educational Handouts (Public Education)

Public education and awareness activities are essential in order to increase the level of compliance with safety regulations. This program is needed in light of the increased emphasis placed on the Compliance Review Program in order to educate carriers who are less familiar with the Compliance – Safety – Accountability (CSA) program. The Department plans to distribute publications on "A Texas Motor Carrier's Guide to Highway Safety" and "A Texas Guide to Farm Vehicle Compliance," commercial vehicle safety requirements for farm industry transportation, and driver and vehicle requirements for commercial transportation in Texas.

Cost to Produce and Ship Educational Materials

(32,000 @ Approximately \$.25 / Publication) = \$8,000

Allocated Budget = \$1,542,817.50

7 - Contractual and Subaward

This section includes both contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

CONTRACTUAL – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

SUBAWARD – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#), [2 CFR §200.330](#)).

SUBRECIPIENT - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below.

If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be used to support (i.e. ITD, PRISM, SSDQ or other services).

| Contractual and Subaward Project Costs | | | | | | |
|--|---------------|-----------|-----------------|---------------------|---------------------|--------------------|
| Legal Name | DUNS/EIN | Number | Instrument Type | Total Project Costs | Federal Share | State Share |
| Lease of Portable Modular Building at Austin | EIN | 274128538 | Contract | \$43,200.00 | \$36,720.00 | \$6,480.00 |
| Description of Services: MCSAP Training Classroom in Austin | | | | | | |
| Lease of Portable Modular Buildings at Border Sites | EIN | 274128538 | Contract | \$166,000.00 | \$141,100.00 | \$24,900.00 |
| Description of Services: To Office Inspectors and to To act as Inspection Facilities (Los Indios and World Trade Bridge) | | | | | | |
| Lease of Office Facilities in Laredo | EIN | 742677884 | Contract | \$11,300.00 | \$9,605.00 | \$1,695.00 |
| Description of Services: To office Laredo NE and CR investigators | | | | | | |
| License Plate Reader Maintenance Agreements | EIN | 980424466 | Contract | \$33,000.00 | \$28,050.00 | \$4,950.00 |
| Description of Services: For readers located at fixed inspection facilities and on main lane highways | | | | | | |
| New Lease of Facility in Del Rio | EIN | 0 | Contract | \$133,000.00 | \$113,050.00 | \$19,950.00 |
| Description of Services: To office inspectors and to act as inspection facility and includes make ready and yearly lease | | | | | | |
| TOTAL: Contractual and Subaward | | | | \$386,500.00 | \$328,525.00 | \$57,975.00 |
| Planned MOE: Contractual and Subaward | \$0.00 | | | | | |

Enter detailed explanation of how you came up with the contractual and subaward costs.

Spending Plan: Contractual

Note: Contracts entered in to by the Texas Department of Public Safety follow a careful and standardized procurement process and are reviewed at multiple managerial levels as well as by the Office of General Council when appropriate to ensure vendors a fair and equitable opportunity to enter in to an arm's length association for obtaining goods and services.

Lease of Portable Modular Building at Austin

MCSAP training classroom in Austin
\$43,200

Lease of Portable Modular Buildings at Border Sites

To office inspectors and to act as inspection facilities (Los Indios and World Trade Bridge to include new building make ready in Laredo)
\$166,000

Lease of Office Facilities in Laredo

To office Laredo NE and CR investigators
\$11,300

New Lease of Facility in Del Rio

To office inspectors and to act as inspection facility and includes make ready and yearly lease
\$133,000

License Plate Reader Maintenance Agreements

For readers located at fixed inspection facilities and on main lane highways
\$33,000

Total Contractual Costs = \$386,500.00

8 - Other Costs

Other costs are those not classified elsewhere, such as communications or utility costs. As with other expenses, these must be allocable to the Federal award. The total costs and allocation bases must be shown in the narrative.

Examples of Other costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.) and unit cost must be included. All Other costs must be specifically itemized and described.

If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, and the cost per unit/item for each other cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal Number of Units x Cost per Item.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

Your State will not claim reimbursement for Indirect Costs.

| Other Costs Project Costs | | | | | | |
|--|---------------------|----------------------|---------------|---------------------|---------------------|--------------------|
| Item Name | # of Units/Items | Unit of Measurement | Cost per Unit | Total Project Costs | Federal Share | State Share |
| Commercial Vehicle Safety Alliance Participation | 1 | Annual Membership Du | \$16,600.00 | \$16,600.00 | \$14,110.00 | \$2,490.00 |
| CVSA Inspection Decals | 50000 | Decal | \$0.28 | \$14,000.00 | \$11,900.00 | \$2,100.00 |
| Registration Fees MCSAP | 21 | Fee | \$500.00 | \$10,500.00 | \$8,925.00 | \$1,575.00 |
| Registration Fees | 6 | Fee | \$1,000.00 | \$6,000.00 | \$5,100.00 | \$900.00 |
| Cellular Phone Service Contracts | 106 | Contract | \$591.00 | \$62,646.00 | \$53,249.10 | \$9,396.90 |
| Cellular Air Card Contracts | 55 | Contract | \$519.00 | \$28,545.00 | \$24,263.25 | \$4,281.75 |
| Pest Control and Other Reoccurring Maintenance Costs | 1 | Varies | \$12,500.00 | \$12,500.00 | \$10,625.00 | \$1,875.00 |
| Employee Drug Testing, Background Check, Foreign Language Testing and Other Administrative Costs | 64 | Test | \$60.00 | \$3,840.00 | \$3,264.00 | \$576.00 |
| Postage and Shipping | 1 | Varies | \$9,500.00 | \$9,500.00 | \$8,075.00 | \$1,425.00 |
| Vehicle Maintenance Costs | 1 | Varies | \$54,000.00 | \$54,000.00 | \$45,900.00 | \$8,100.00 |
| Registration Fees State CMV Conference | 15 | Fee | \$500.00 | \$7,500.00 | \$6,375.00 | \$1,125.00 |
| Utilities | 1 | Varies | \$124,000.00 | \$124,000.00 | \$105,399.00 | \$18,601.00 |
| TOTAL: Other Costs | | | | \$349,631.00 | \$297,185.35 | \$52,445.65 |
| Planned MOE: Other Costs | \$250,713.00 | | | | | |

Enter detailed explanation of how you came up with the other costs.

Spending Plan: Other

Commercial Vehicle Safety Alliance Participation

The Department will continue to be an active member of CVSA.

Annual Membership Dues = \$16,600

CVSA Inspection Decals

50,000 decals @ 0.28 = \$14,000

Registration Fees MCSAP

for MCSAP Related Conferences
\$10,500

Registration Fees

for Outside MCSAP Related Training including (Drug Interdiction Assistance Program) DIAP
\$6,000

Cellular Phone Service Contracts

To conduct MCSAP work related activities
106 contracts at \$591 = \$ 62,646

Cellular Air Card Contracts

To conduct MCSAP work related activities
55 contracts at \$519 = \$ 28,545

Pest Control and Other Reoccurring Maintenance Costs

For facilities used to office MCSAP funded employees
\$12,500

Employee Drug Testing, Background Check, Foreign Language Testing and Other Administrative Costs

For MCSAP funded employees
64 @ \$60 = \$ 3,840

Postage and Shipping

for the Motor Carrier Bureau to mail compliance review and other MCSAP related correspondence
\$9,500

Vehicle Maintenance Costs

For commissioned personnel assigned vehicles to include service, inspection, periodic replacement or brakes, tires, belts, hoses and other permissible essentials. Cost estimated based on previous years.
\$54,000

Registration Fees

For State CVM Conference related educational events
\$7,500

Utilities

To include including electric, water, wastewater, internet, janitorial and other ongoing costs at Border Safety Inspection Facilities, Devine weigh strip facility along IH-35 crash corridor and MCSAP training classroom at Austin. Cost estimated based on previous years.
\$124,000

Allocated Budget = \$349,631.00

9 - Comprehensive Spending Plan

The comprehensive spending plan is auto-populated from all line items in the tables and is in read-only format.

| ESTIMATED Fiscal Year Funding Amounts for MCSAP | | | |
|---|-------------------|-----------------|-------------------------|
| | 85% Federal Share | 15% State Share | Total Estimated Funding |
| Total | \$30,144,318.00 | \$5,319,586.00 | \$35,463,904.00 |

| Summary of MCSAP Funding Limitations | |
|--|----------------|
| Allowable amount for Overtime without written justification (15% of Basic award amount): | \$5,319,586.00 |
| MOE Baseline: | \$8,268,560.93 |

| Estimated Expenditures | | | |
|---|------------------------|-----------------------|------------------------|
| Personnel | | | |
| | Federal Share | State Share | Total Project Costs |
| Commissioned Officer Inspection Hours | \$4,656,070.50 | \$821,659.50 | \$5,477,730.00 |
| Non-Commissioned Inspection Hours | \$295,800.00 | \$52,200.00 | \$348,000.00 |
| CMV Traffic Enforcement Hours | \$296,565.00 | \$52,335.00 | \$348,900.00 |
| Compliance Review Hours | \$491,725.00 | \$86,775.00 | \$578,500.00 |
| New Entrant Audit Hours | \$118,203.13 | \$20,859.37 | \$139,062.50 |
| Out-of-Service Verification Hours | \$29,656.50 | \$5,233.50 | \$34,890.00 |
| NAS (Part A) Training Hrs | \$213,526.80 | \$37,681.20 | \$251,208.00 |
| NAS (Part B) Training Hrs | \$213,526.80 | \$37,681.20 | \$251,208.00 |
| General Hazardous Materials Training Hrs | \$177,939.00 | \$31,401.00 | \$209,340.00 |
| Cargo Tank Inspection Training Hrs | \$124,557.30 | \$21,980.70 | \$146,538.00 |
| Other Bulk Packaging Training Hrs | \$74,734.38 | \$13,188.42 | \$87,922.80 |
| Compliance Review Training Hrs | \$72,624.00 | \$12,816.00 | \$85,440.00 |
| Passenger Vehicle Training Hrs | \$51,246.43 | \$9,043.49 | \$60,289.92 |
| Train-the-Trainer Hours | \$35,587.80 | \$6,280.20 | \$41,868.00 |
| Commissioned CVE Troopers | \$3,638,928.13 | \$642,163.79 | \$4,281,091.92 |
| Civilian CVE Inspectors | \$3,876,163.20 | \$684,028.80 | \$4,560,192.00 |
| Civilian CR/NE Investigators | \$904,913.20 | \$159,690.56 | \$1,064,603.76 |
| Commissioned CVE Line Sergeants | \$1,163,787.97 | \$205,374.35 | \$1,369,162.32 |
| Commissioned CVE Line Lieutenants | \$379,440.00 | \$66,960.00 | \$446,400.00 |
| Commissioned CVE Line Captains | \$188,472.13 | \$33,259.79 | \$221,731.92 |
| Assistant State Commercial Vehicle Safety Coordinator | \$94,236.07 | \$16,629.89 | \$110,865.96 |
| NE/CR Program Coordinator | \$151,765.12 | \$26,782.08 | \$178,547.20 |
| Comm CVE Trainers | \$342,290.58 | \$60,404.22 | \$402,694.80 |
| Administrative Assistants | \$466,516.99 | \$82,326.53 | \$548,843.52 |
| Fiscal Affairs Administrators | \$101,693.18 | \$17,945.86 | \$119,639.04 |
| Compliance Audit Section Negotiator | \$35,589.84 | \$6,280.56 | \$41,870.40 |
| New Entrant Audit Section Evaluators | \$116,626.80 | \$20,581.20 | \$137,208.00 |
| Database Administrator B26 | \$64,589.97 | \$11,398.23 | \$75,988.20 |
| Database Administrator B20 | \$39,344.05 | \$6,943.07 | \$46,287.12 |
| Programmer V | \$86,138.80 | \$15,200.96 | \$101,339.76 |
| Programmer IV | \$76,766.42 | \$13,547.02 | \$90,313.44 |
| Salary Subtotal | \$18,579,025.09 | \$3,278,651.49 | \$21,857,676.58 |
| Overtime for all Positions | \$1,755,473.30 | \$309,789.42 | \$2,065,262.72 |
| Overtime subtotal | \$1,755,473.30 | \$309,789.42 | \$2,065,262.72 |
| Personnel total | \$20,334,498.39 | \$3,588,440.91 | \$23,922,939.30 |
| Planned MOE | \$13,946,550.00 | | |

| Fringe Benefits | | | |
|------------------------------|-----------------------|-----------------------|-----------------------|
| | Federal Share | State Share | Total Project Costs |
| All Billable Hours and FTEs | \$6,387,468.82 | \$1,127,200.38 | \$7,514,669.20 |
| Fringe Benefits total | \$6,387,468.82 | \$1,127,200.38 | \$7,514,669.20 |
| Planned MOE | \$4,131,823.00 | | |

| Travel | | | |
|---|---------------------|--------------------|---------------------|
| | Federal Share | State Share | Total Project Costs |
| North American Standard (Part A) School | \$34,680.00 | \$6,120.00 | \$40,800.00 |
| North American Standard (Part B) School | \$34,680.00 | \$6,120.00 | \$40,800.00 |
| General Hazardous Materials School | \$28,900.00 | \$5,100.00 | \$34,000.00 |
| Cargo Tank Inspection School | \$28,900.00 | \$5,100.00 | \$34,000.00 |
| Other Bulk Packaging School | \$11,560.00 | \$2,040.00 | \$13,600.00 |
| Compliance Review Investigator School | \$14,450.00 | \$2,550.00 | \$17,000.00 |
| New Entrant Audit Training | \$14,450.00 | \$2,550.00 | \$17,000.00 |
| Passenger Vehicle Inspection School | \$6,893.50 | \$1,216.50 | \$8,110.00 |
| NAS for HP – Part B School Only | \$17,340.00 | \$3,060.00 | \$20,400.00 |
| Intrastate Motor Carrier Safety School "Texas Part C" | \$408.00 | \$72.00 | \$480.00 |
| NAS Level I Annual Recertification School | \$57,800.00 | \$10,200.00 | \$68,000.00 |
| Level VI Certification School | \$1,387.20 | \$244.80 | \$1,632.00 |
| NAS Level VI Annual Recertification School | \$346.80 | \$61.20 | \$408.00 |
| Enhanced Investigative Techniques (CSA III) and Electronic Logging Device (ELD) Schools | \$11,560.00 | \$2,040.00 | \$13,600.00 |
| CVSA Workshop OOS | \$10,200.00 | \$1,800.00 | \$12,000.00 |
| CVSA Annual Conference OOS | \$10,200.00 | \$1,800.00 | \$12,000.00 |
| North American Inspectors Championship | \$8,500.00 | \$1,500.00 | \$10,000.00 |
| COHMED Conference OOS | \$6,800.00 | \$1,200.00 | \$8,000.00 |
| Roadcheck 2018 Enforcement | \$26,010.00 | \$4,590.00 | \$30,600.00 |
| Interdiction Training Travel (DIAP) OOS | \$13,600.00 | \$2,400.00 | \$16,000.00 |
| Intrastate Instructor Travel | \$13,600.00 | \$2,400.00 | \$16,000.00 |
| Miscellaneous MCSAP Related Travel | \$28,900.00 | \$5,100.00 | \$34,000.00 |
| Compliance Review Related Travel | \$42,500.00 | \$7,500.00 | \$50,000.00 |
| New Entrant Audit Related Travel | \$42,500.00 | \$7,500.00 | \$50,000.00 |
| Miscellaneous Border and MCSAP Operations Related Travel | \$42,500.00 | \$7,500.00 | \$50,000.00 |
| IH-35 Task Force | \$13,872.00 | \$2,448.00 | \$16,320.00 |
| District Task Force Operations | \$36,992.00 | \$6,528.00 | \$43,520.00 |
| Travel total | \$559,529.50 | \$98,740.50 | \$658,270.00 |
| Planned MOE | \$174,632.00 | | |

| Equipment | | | |
|--|-----------------------|---------------------|----------------------------|
| | Federal Share | State Share | Total Project Costs |
| Patrol Vehicles | \$464,576.00 | \$81,984.00 | \$546,560.00 |
| Patrol Vehicle Make Ready Equipment | \$235,155.90 | \$41,498.10 | \$276,654.00 |
| Supervisory Vehicles | \$110,181.25 | \$19,443.75 | \$129,625.00 |
| Supervisory Vehicle Make Ready Equipment | \$61,659.00 | \$10,881.00 | \$72,540.00 |
| Scale Calibration Press | \$43,943.30 | \$7,754.70 | \$51,698.00 |
| Bus Ramps | \$10,200.00 | \$1,800.00 | \$12,000.00 |
| Equipment total | \$925,715.45 | \$163,361.55 | \$1,089,077.00 |
| Planned MOE | \$1,318,614.00 | | |

| Supplies | | | |
|--|-----------------------|---------------------|-----------------------|
| | Federal Share | State Share | Total Project Costs |
| Desktop Computers with Flat Panel Monitors | \$48,875.00 | \$8,625.00 | \$57,500.00 |
| Mobile Laptop Computers | \$52,020.00 | \$9,180.00 | \$61,200.00 |
| Tablet Computers | \$13,812.50 | \$2,437.50 | \$16,250.00 |
| Federal Motor Carrier Safety Regulations | \$14,726.25 | \$2,598.75 | \$17,325.00 |
| Federal Hazardous Material Regulations | \$20,453.13 | \$3,609.37 | \$24,062.50 |
| DVD-RW's | \$23,460.00 | \$4,140.00 | \$27,600.00 |
| Cargo Seals – High and Standard Security | \$13,387.50 | \$2,362.50 | \$15,750.00 |
| Gloves – High Quality | \$22,610.00 | \$3,990.00 | \$26,600.00 |
| State Challenge Inspection Competition Supplies | \$12,750.00 | \$2,250.00 | \$15,000.00 |
| CVSA Out-of-Service Criteria Pictorial Handbooks | \$18,360.00 | \$3,240.00 | \$21,600.00 |
| Office Supplies, Basic Tools and Furniture | \$47,515.00 | \$8,385.00 | \$55,900.00 |
| Computrace and Encryption Software Licenses | \$47,515.00 | \$8,385.00 | \$55,900.00 |
| Adobe Professional Software Licenses | \$38,250.00 | \$6,750.00 | \$45,000.00 |
| Magnetic Strip Readers | \$11,220.00 | \$1,980.00 | \$13,200.00 |
| Safety Glasses | \$4,972.50 | \$877.50 | \$5,850.00 |
| USB Flash Drives | \$1,636.25 | \$288.75 | \$1,925.00 |
| GPS Vehicle Navigation Systems | \$1,806.25 | \$318.75 | \$2,125.00 |
| Mobile Thermal Printers | \$89,547.50 | \$15,802.50 | \$105,350.00 |
| Thermal Paper | \$2,550.00 | \$450.00 | \$3,000.00 |
| Flat Screen Televisions | \$1,428.00 | \$252.00 | \$1,680.00 |
| Digital Cameras with Data Cards | \$15,746.25 | \$2,778.75 | \$18,525.00 |
| Signature Capture Terminals | \$25,075.00 | \$4,425.00 | \$29,500.00 |
| Out of Service Stickers | \$3,187.50 | \$562.50 | \$3,750.00 |
| Portable Document Scanners | \$51,000.00 | \$9,000.00 | \$60,000.00 |
| Maintenance Items for Portable Printers | \$58,650.00 | \$10,350.00 | \$69,000.00 |
| Training Supplies | \$12,750.00 | \$2,250.00 | \$15,000.00 |
| Haenni Portable Scales | \$50,949.00 | \$8,991.00 | \$59,940.00 |
| Radar Detector Detectors | \$215,475.00 | \$38,025.00 | \$253,500.00 |
| Bolt Cutters | \$3,612.50 | \$637.50 | \$4,250.00 |
| Portable Breath Testers | \$14,025.00 | \$2,475.00 | \$16,500.00 |
| Wheel Chocks | \$1,317.50 | \$232.50 | \$1,550.00 |
| Inspection Creepers | \$9,562.50 | \$1,687.50 | \$11,250.00 |
| Speed Detection Equipment (Radar, LIDAR) | \$105,187.50 | \$18,562.50 | \$123,750.00 |
| Other Inspection Related Tools and Supplies | \$23,757.50 | \$4,192.50 | \$27,950.00 |
| Uniforms Commissioned | \$30,642.50 | \$5,407.50 | \$36,050.00 |
| Uniforms for Non-commissioned | \$18,168.75 | \$3,206.25 | \$21,375.00 |
| Ammunition and Firearms Supplies | \$12,257.00 | \$2,163.00 | \$14,420.00 |
| Vehicle Fuel | \$166,336.50 | \$29,353.50 | \$195,690.00 |
| Educational Handouts (Public Education) | \$6,800.00 | \$1,200.00 | \$8,000.00 |
| Supplies total | \$1,311,394.88 | \$231,422.62 | \$1,542,817.50 |

| | |
|--------------------|-----------------------|
| Planned MOE | \$1,279,438.00 |
|--------------------|-----------------------|

| Contractual and Subaward | | | |
|---|---------------------|--------------------|---------------------|
| | Federal Share | State Share | Total Project Costs |
| Lease of Portable Modular Building at Austin | \$36,720.00 | \$6,480.00 | \$43,200.00 |
| Lease of Portable Modular Buildings at Border Sites | \$141,100.00 | \$24,900.00 | \$166,000.00 |
| Lease of Office Facilities in Laredo | \$9,605.00 | \$1,695.00 | \$11,300.00 |
| License Plate Reader Maintenance Agreements | \$28,050.00 | \$4,950.00 | \$33,000.00 |
| New Lease of Facility in Del Rio | \$113,050.00 | \$19,950.00 | \$133,000.00 |
| Contractual and Subaward total | \$328,525.00 | \$57,975.00 | \$386,500.00 |
| Planned MOE | \$0.00 | | |

| Other Costs | | | |
|--|---------------------|--------------------|---------------------|
| | Federal Share | State Share | Total Project Costs |
| Commercial Vehicle Safety Alliance Participation | \$14,110.00 | \$2,490.00 | \$16,600.00 |
| CVSA Inspection Decals | \$11,900.00 | \$2,100.00 | \$14,000.00 |
| Registration Fees MCSAP | \$8,925.00 | \$1,575.00 | \$10,500.00 |
| Registration Fees | \$5,100.00 | \$900.00 | \$6,000.00 |
| Cellular Phone Service Contracts | \$53,249.10 | \$9,396.90 | \$62,646.00 |
| Cellular Air Card Contracts | \$24,263.25 | \$4,281.75 | \$28,545.00 |
| Pest Control and Other Reoccurring Maintenance Costs | \$10,625.00 | \$1,875.00 | \$12,500.00 |
| Employee Drug Testing, Background Check, Foreign Language Testing and Other Administrative Costs | \$3,264.00 | \$576.00 | \$3,840.00 |
| Postage and Shipping | \$8,075.00 | \$1,425.00 | \$9,500.00 |
| Vehicle Maintenance Costs | \$45,900.00 | \$8,100.00 | \$54,000.00 |
| Registration Fees State CMV Conference | \$6,375.00 | \$1,125.00 | \$7,500.00 |
| Utilities | \$105,399.00 | \$18,601.00 | \$124,000.00 |
| Other Costs total | \$297,185.35 | \$52,445.65 | \$349,631.00 |
| Planned MOE | \$250,713.00 | | |

| Total Costs | | | |
|----------------------------------|------------------------|-----------------------|------------------------|
| | Federal Share | State Share | Total Project Costs |
| Subtotal for Direct Costs | \$30,144,317.39 | \$5,319,586.61 | \$35,463,904.00 |
| Total Costs Budgeted | \$30,144,317.39 | \$5,319,586.61 | \$35,463,904.00 |
| Total Planned MOE | \$21,101,770.00 | | |

10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov.

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **"Overtime subtotal"** line.

| ESTIMATED Fiscal Year Funding Amounts for MCSAP | | | |
|---|-------------------|-----------------|-------------------------|
| | 85% Federal Share | 15% State Share | Total Estimated Funding |
| Total | \$30,144,318.00 | \$5,319,586.00 | \$35,463,904.00 |

| Summary of MCSAP Funding Limitations | |
|--|----------------|
| Allowable amount for Overtime without written justification (15% of Basic award amount): | \$5,319,586.00 |
| MOE Baseline: | \$8,268,560.93 |

| Estimated Expenditures | | | | |
|--------------------------------|------------------------|-----------------------|------------------------|------------------------|
| | Federal Share | State Share | Total Project Costs | Planned MOE Costs |
| Salary Subtotal | \$18,579,025.09 | \$3,278,651.49 | \$21,857,676.58 | NA |
| Overtime Subtotal | \$1,755,473.30 | \$309,789.42 | \$2,065,262.72 | NA |
| Personnel Total | \$20,334,498.39 | \$3,588,440.91 | \$23,922,939.30 | \$13,946,550.00 |
| Fringe Benefits Total | \$6,387,468.82 | \$1,127,200.38 | \$7,514,669.20 | \$4,131,823.00 |
| Travel Total | \$559,529.50 | \$98,740.50 | \$658,270.00 | \$174,632.00 |
| Equipment Total | \$925,715.45 | \$163,361.55 | \$1,089,077.00 | \$1,318,614.00 |
| Supplies Total | \$1,311,394.88 | \$231,422.62 | \$1,542,817.50 | \$1,279,438.00 |
| Contractual and Subaward Total | \$328,525.00 | \$57,975.00 | \$386,500.00 | \$0.00 |
| Other Costs Total | \$297,185.35 | \$52,445.65 | \$349,631.00 | \$250,713.00 |
| | 85% Federal Share | 15% State Share | Total Project Costs | Planned MOE Costs |
| Subtotal for Direct Costs | \$30,144,317.39 | \$5,319,586.61 | \$35,463,904.00 | \$21,101,770.00 |
| Indirect Costs | \$0.00 | \$0.00 | \$0.00 | NA |
| Total Costs Budgeted | \$30,144,317.39 | \$5,319,586.61 | \$35,463,904.00 | \$21,101,770.00 |

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Steven McCraw
2. What is this person's title? Director, Texas Department of Public Safety
3. Who is your Governor's highway safety representative? James M. Bass
4. What is this person's title? Director, Texas Department of Transportation

The State affirmatively accepts the State certification declaration written below by selecting 'yes'.

- ☒ Yes
- ☐ No

State Certification declaration:

I, Steven McCraw, Director, Texas Department of Public Safety, on behalf of the State of TEXAS, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Major Chris Nordloh
2. What is the title of your certifying State official? State Commercial Vehicle Coordinator
3. What are the phone # and email address of your State official? Building G Annex 5805 North Lamar Blvd Austin, TX 78773-0500

The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

☒ Yes

☐ No

I, Major Chris Nordloh, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

NA

3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

☒ Yes ☐ No

In the table below, please provide the bill number and effective date of any new legislation. Include the code section which was changed because of the bill and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

| Legislative Adoption | | | |
|----------------------|----------------|---------------------------|--|
| Bill Number | Effective Date | Code Section Changed | Summary of Changes |
| HB 1793 | 05/26/2017 | Texas Transportation Code | HB 1793 amends current law relating to the inspection of certain commercial motor vehicles that are not domiciled in this state. |
| HB 1570 | 09/01/2017 | Texas Transportation Code | HB 1570 amends current law relating to the enforcement of commercial motor vehicle safety standards in certain municipalities. |
| HB 3254 | 01/01/2018 | Texas Transportation Code | HB 3254 amends current law relating to the regulation of a motor carrier and the enforcement of motor carrier regulations, and authorizes the imposition of a fee. |
| SB 1102 | 06/01/2017 | Texas Transportation Code | SB 1102 amends current law relating to weight limitations for natural gas motor vehicles. |
| SB 2205 | 09/01/2017 | Texas Transportation Code | SB 2205 amends current law relating to automated motor vehicles. |
| SB 2227 | 09/01/2017 | Texas Transportation Code | SB 2227 amends current law relating to an increase in the fee for permits issued for the movement of oversize or overweight vehicles carrying cargo in Hidalgo County. |
| HB 1355 | 09/01/2017 | Texas Transportation Code | HB 1355 amends current law relating to the enforcement of commercial motor vehicle safety standards in certain municipalities. |
| HB 1791 | 05/18/2017 | Texas Transportation Code | HB 1791 amends current law relating to the use of connected braking systems to maintain distance between vehicles. |
| HB 2319 | 06/09/2017 | Texas Transportation Code | HB 2319 amends current law relating to the operation of certain overweight vehicles on highways; imposing a fee. |
| HB 4156 | 09/01/2017 | Texas Transportation Code | HB 4156 amends current law relating to the issuance of permits for the movement of oversize and overweight vehicles in certain counties; authorizing an increase in the amount of a fee. |
| SB 1383 | 01/01/2018 | Texas Transportation Code | SB 1383 amends current law relating to the operation of vehicles transporting fluid milk; authorizing a fee. |
| HB 3654 | 09/01/2017 | Texas Transportation Code | HB 3654 amends current law relating to the definition of road machinery for purposes of certain provisions governing vehicle equipment. |
| SB 1001 | 09/01/2017 | Texas Transportation Code | SB 1001 amends current law relating to vehicle safety inspections, including vehicles exempt from those inspections. |
| HB 2065 | 09/01/2017 | Texas Transportation Code | HB 2065 amends current law relating to fines collected by a county or municipality from the enforcement of commercial motor vehicle safety standards. |
| SB 1524 | 01/01/2018 | Texas Transportation Code | SB 1524 relating to the movement of certain vehicles, including vehicles transporting an intermodal shipping container; authorizing a fee; creating an offense. |
| HB 1959 | 06/15/2017 | Texas Transportation Code | HB 1959 amends current law relating to alternative registration technologies for commercial motor vehicles. |
| SB 1291 | 09/01/2017 | Texas Transportation Code | SB 1291 amends current law relating to permits for oversize and overweight vehicles in a certain county. |
| HB 2029 | 09/01/2017 | Texas Transportation Code | HB 2029 amends current law relating to the exemption of certain commercial weighing or measuring devices from registration and inspection requirements. |

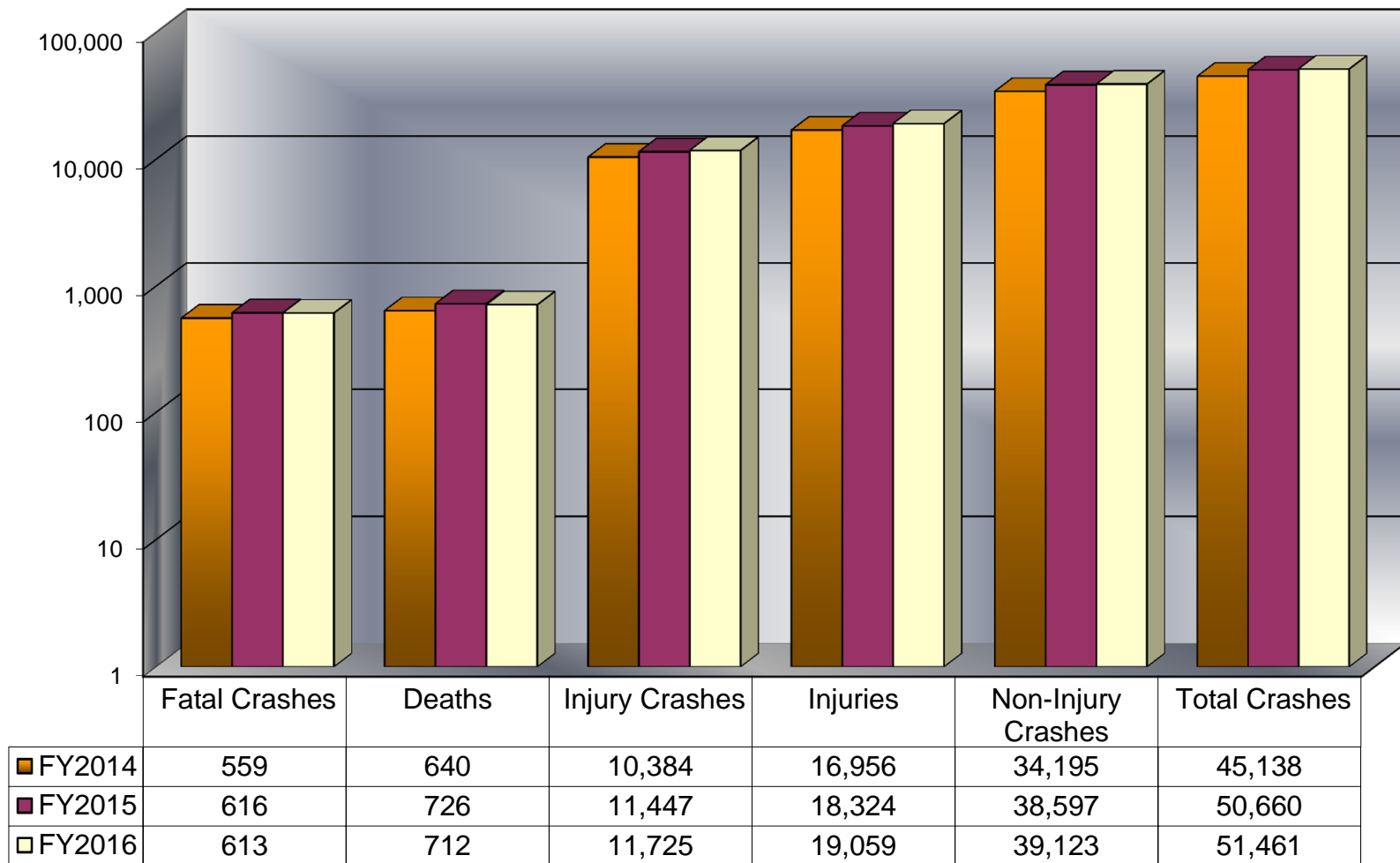
Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

☒ Yes ☐ No

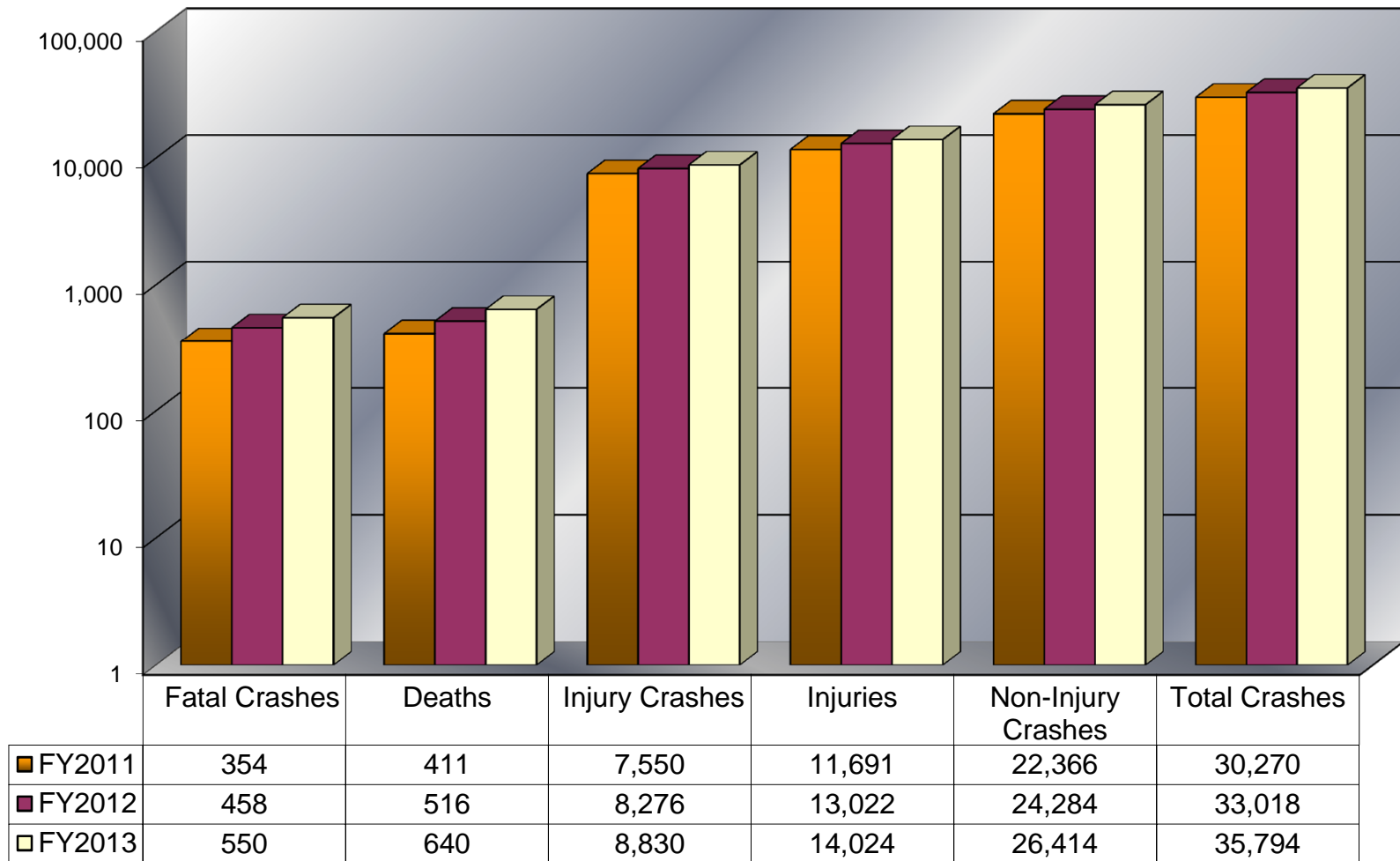
In the table below, provide the section changed and the effective date of the administrative change or policy adoption. Include a brief description of the policy or action. Please include a hyperlink or URL, in the summary if available.

| Administrative and Policy Adoption | | |
|------------------------------------|----------------|---|
| Section Changed | Effective Date | Summary of Changes |
| Texas DPS Administrative Code | 12/19/2019 | Texas has updated its hours of service code to require intrastate truckers to use electronic logging devices to record duty status. |

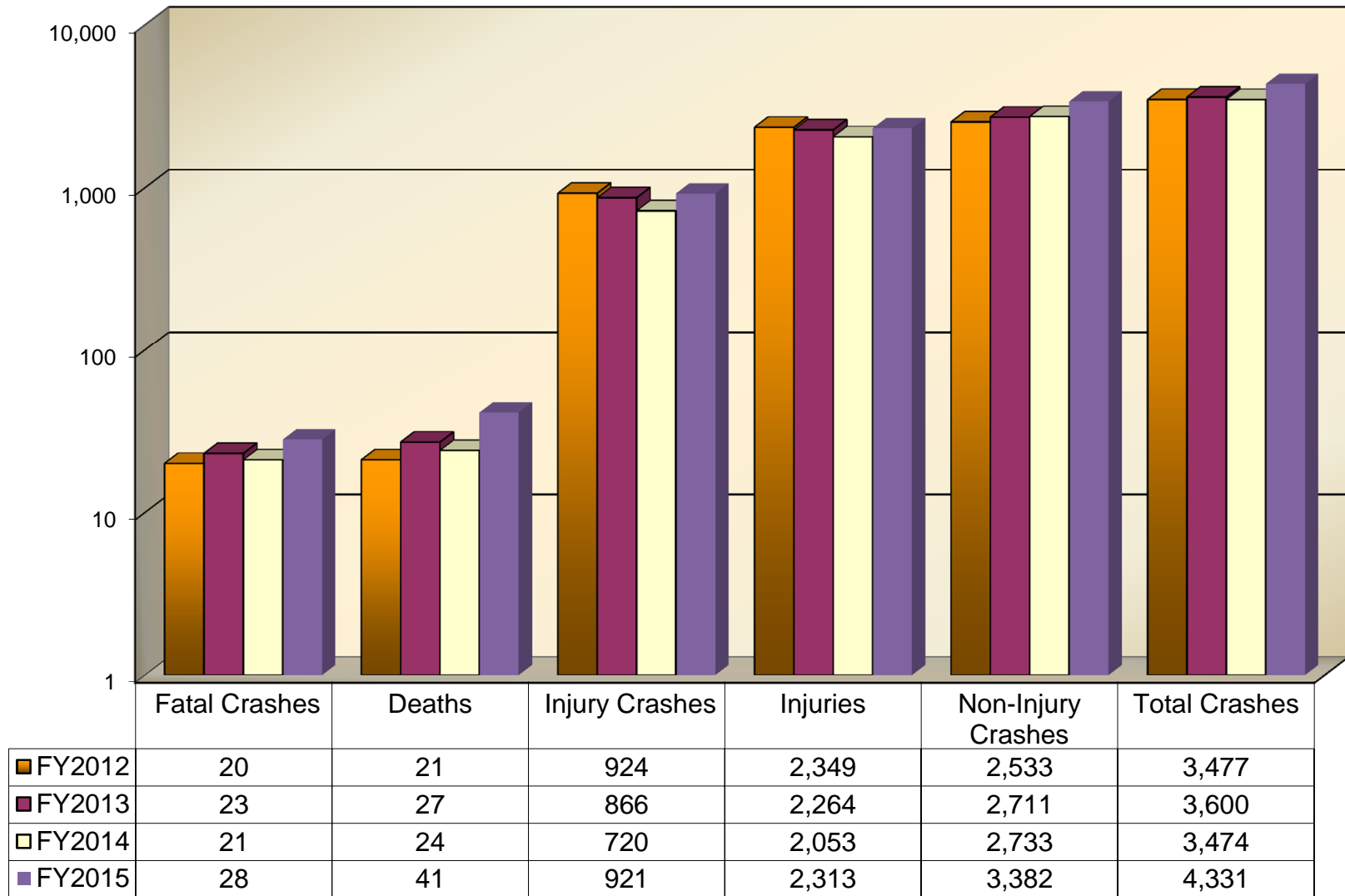
CMV CRASHES FY2014 - FY2016



CMV CRASHES FY2011 - FY2013



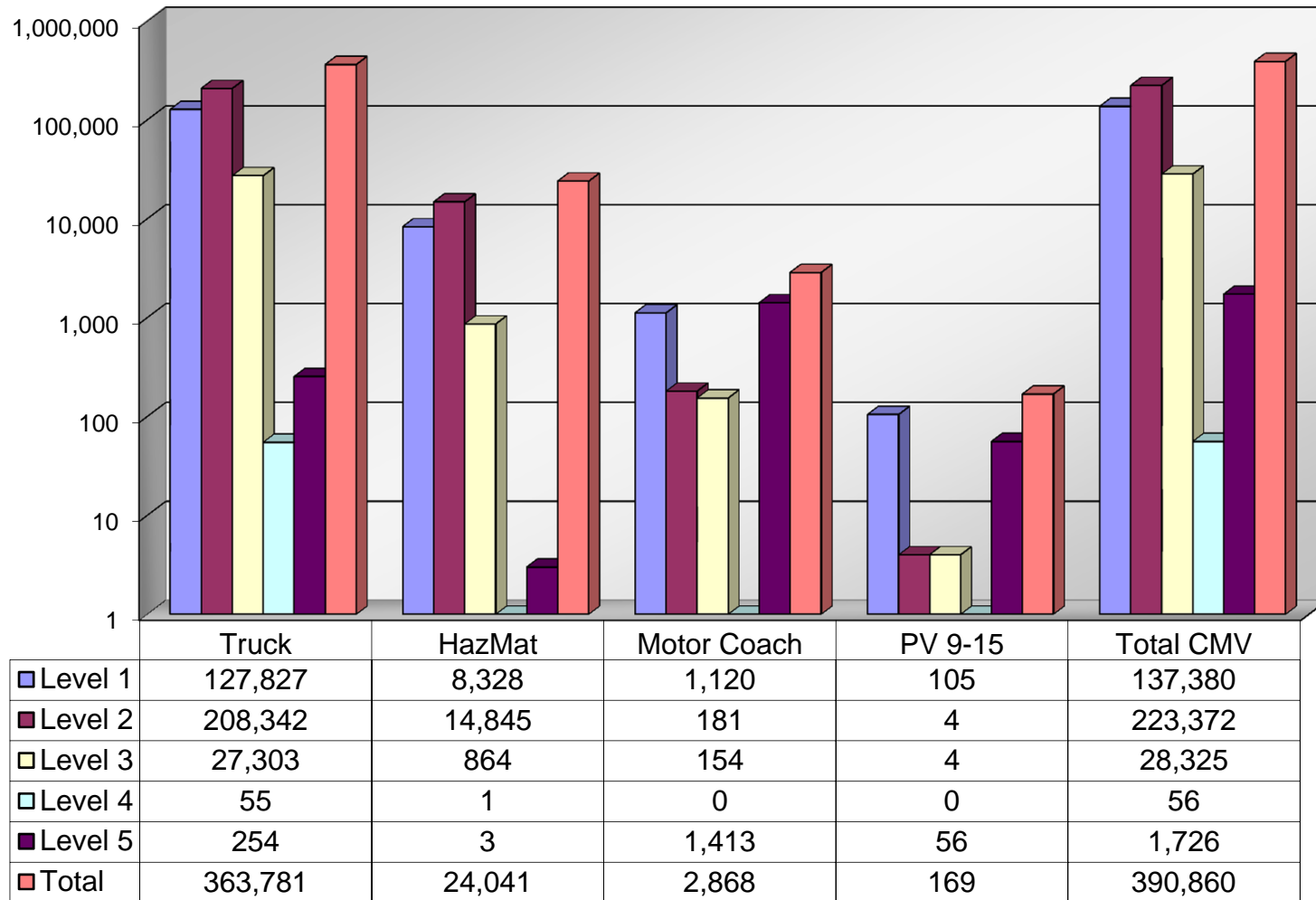
PASSENGER VEHICLE CRASHES



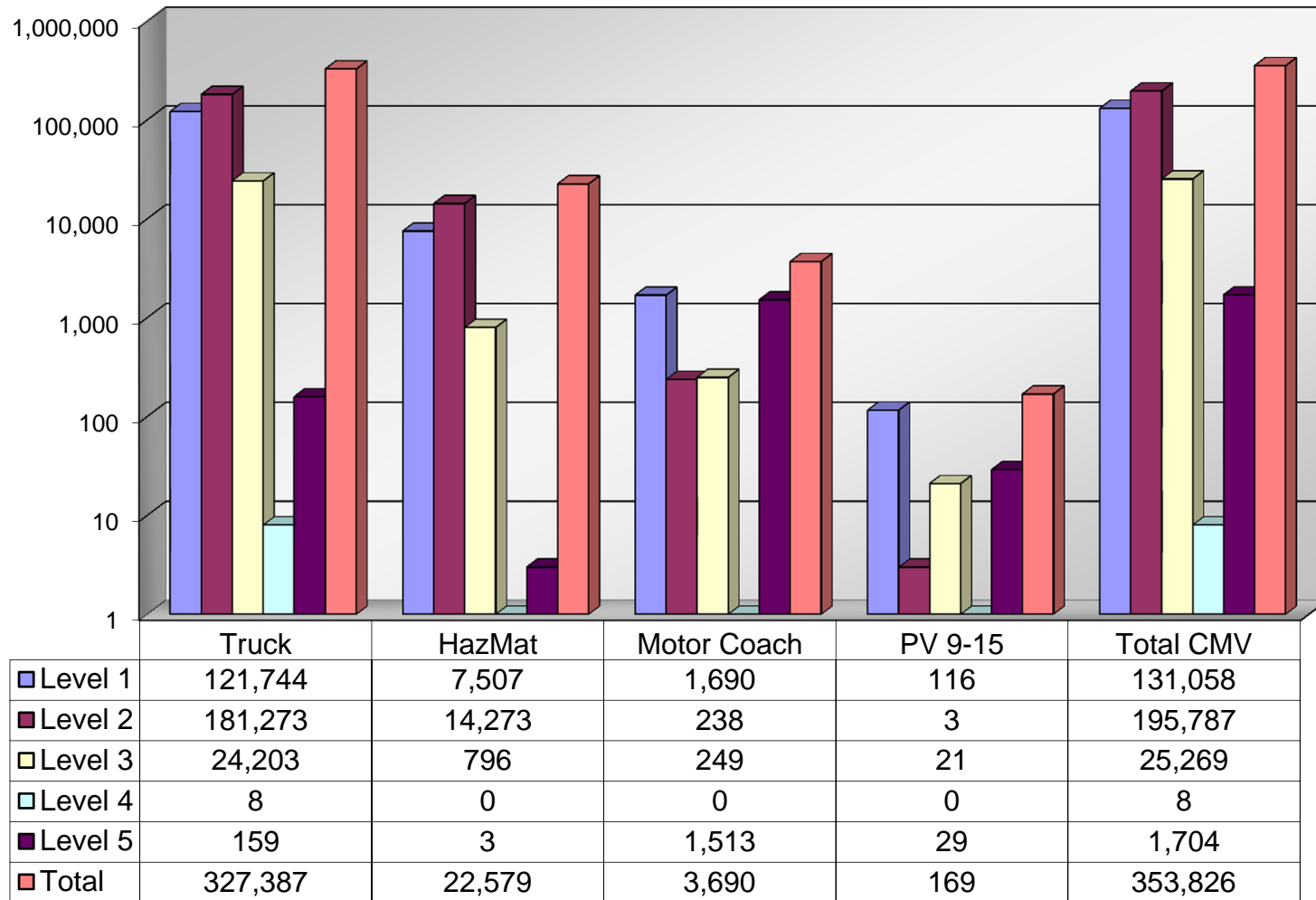
| Total Crashes - 35957 | | | |
|-----------------------|---------|-------------|------------|
| Sorted By Crashes | | | |
| Rank | Crashes | County | Fatalities |
| 1 | 6,112 | Harris | 35 |
| 2 | 3,296 | Dallas | 29 |
| 3 | 2,916 | Bexar | 18 |
| 4 | 2,508 | Tarrant | 16 |
| 5 | 1,047 | El Paso | 5 |
| 6 | 956 | Denton | 4 |
| 7 | 777 | Travis | 13 |
| 8 | 696 | Webb | 8 |
| 9 | 674 | Hidalgo | 4 |
| 10 | 661 | Collin | 6 |
| 11 | 647 | Montgomery | 6 |
| 12 | 542 | Fort Bend | 5 |
| 13 | 433 | Williamson | 2 |
| 14 | 418 | Matagorda | 7 |
| 15 | 415 | Jefferson | 3 |
| 16 | 393 | Bell | 7 |
| 17 | 388 | Nueces | 5 |
| 18 | 383 | Smith | 2 |
| 19 | 336 | Midland | 9 |
| 20 | 314 | Lubbock | 0 |
| 21 | 275 | Ellis | 8 |
| 22 | 274 | Potter | 1 |
| 23 | 264 | Cameron | 1 |
| 24 | 256 | Brazoria | 3 |
| 25 | 244 | Galveston | 1 |
| 26 | 229 | Guadalupe | 5 |
| 27 | 229 | Hays | 2 |
| 28 | 226 | Orange | 4 |
| 29 | 221 | Parker | 2 |
| 30 | 203 | Ector | 8 |
| 31 | 202 | Comal | 5 |
| 32 | 201 | Gregg | 4 |
| 33 | 198 | Navarro | 2 |
| 34 | 171 | Brazos | 0 |
| 35 | 170 | Bowie | 3 |
| 36 | 169 | Kaufman | 3 |
| 37 | 168 | Harrison | 0 |
| 38 | 162 | Taylor | 3 |
| 39 | 146 | Angelina | 2 |
| 40 | 145 | Johnson | 5 |
| 41 | 142 | Reeves | 5 |
| 42 | 140 | Chambers | 3 |
| 43 | 134 | Hunt | 5 |
| 44 | 131 | Walker | 6 |
| 45 | 129 | Wise | 2 |
| 46 | 123 | Bastrop | 1 |
| 47 | 119 | Randall | 2 |
| 48 | 118 | Grayson | 1 |
| 49 | 113 | Liberty | 5 |
| 50 | 112 | Wichita | 0 |
| 51 | 108 | Tom Green | 0 |
| 52 | 107 | Hill | 2 |
| 53 | 102 | Rockwall | 3 |
| 54 | 98 | Polk | 4 |
| 55 | 89 | Wharton | 1 |
| 56 | 86 | Nacogdoches | 4 |
| 57 | 85 | Atascosa | 2 |
| 58 | 85 | Waller | 2 |
| 59 | 84 | Howard | 2 |
| 60 | 83 | Titus | 2 |

| Total Fatalities - 504 | | | |
|------------------------|---------|-------------|------------|
| Sorted By Fatalities | | | |
| Rank | Crashes | County | Fatalities |
| 1 | 6,112 | Harris | 35 |
| 2 | 3,296 | Dallas | 29 |
| 3 | 2,916 | Bexar | 18 |
| 4 | 2,508 | Tarrant | 16 |
| 5 | 777 | Travis | 13 |
| 6 | 17 | Uvalde | 13 |
| 7 | 336 | Midland | 9 |
| 8 | 696 | Webb | 8 |
| 9 | 275 | Ellis | 8 |
| 10 | 203 | Ector | 8 |
| 11 | 418 | Matagorda | 7 |
| 12 | 393 | Bell | 7 |
| 13 | 80 | Ward | 7 |
| 14 | 661 | Collin | 6 |
| 15 | 647 | Montgomery | 6 |
| 16 | 131 | Walker | 6 |
| 17 | 82 | Gonzales | 6 |
| 18 | 19 | Crockett | 6 |
| 19 | 1,047 | El Paso | 5 |
| 20 | 542 | Fort Bend | 5 |
| 21 | 388 | Nueces | 5 |
| 22 | 229 | Guadalupe | 5 |
| 23 | 202 | Comal | 5 |
| 24 | 145 | Johnson | 5 |
| 25 | 142 | Reeves | 5 |
| 26 | 134 | Hunt | 5 |
| 27 | 113 | Liberty | 5 |
| 28 | 81 | Pecos | 5 |
| 29 | 63 | Rusk | 5 |
| 30 | 49 | McMullen | 5 |
| 31 | 956 | Denton | 4 |
| 32 | 674 | Hidalgo | 4 |
| 33 | 226 | Orange | 4 |
| 34 | 201 | Gregg | 4 |
| 35 | 98 | Polk | 4 |
| 36 | 86 | Nacogdoches | 4 |
| 37 | 79 | Hopkins | 4 |
| 38 | 51 | Dallam | 4 |
| 39 | 36 | Lavaca | 4 |
| 40 | 29 | Culberson | 4 |
| 41 | 27 | Willacy | 4 |
| 42 | 415 | Jefferson | 3 |
| 43 | 256 | Brazoria | 3 |
| 44 | 170 | Bowie | 3 |
| 45 | 169 | Kaufman | 3 |
| 46 | 162 | Taylor | 3 |
| 47 | 140 | Chambers | 3 |
| 48 | 102 | Rockwall | 3 |
| 49 | 69 | Colorado | 3 |
| 50 | 64 | Erath | 3 |
| 51 | 64 | Callahan | 3 |
| 52 | 61 | Austin | 3 |
| 53 | 58 | Anderson | 3 |
| 54 | 53 | Shelby | 3 |
| 55 | 52 | Martin | 3 |
| 56 | 47 | Deaf Smith | 3 |
| 57 | 47 | Milam | 3 |
| 58 | 41 | Comanche | 3 |
| 59 | 36 | Houston | 3 |
| 60 | 31 | Jackson | 3 |

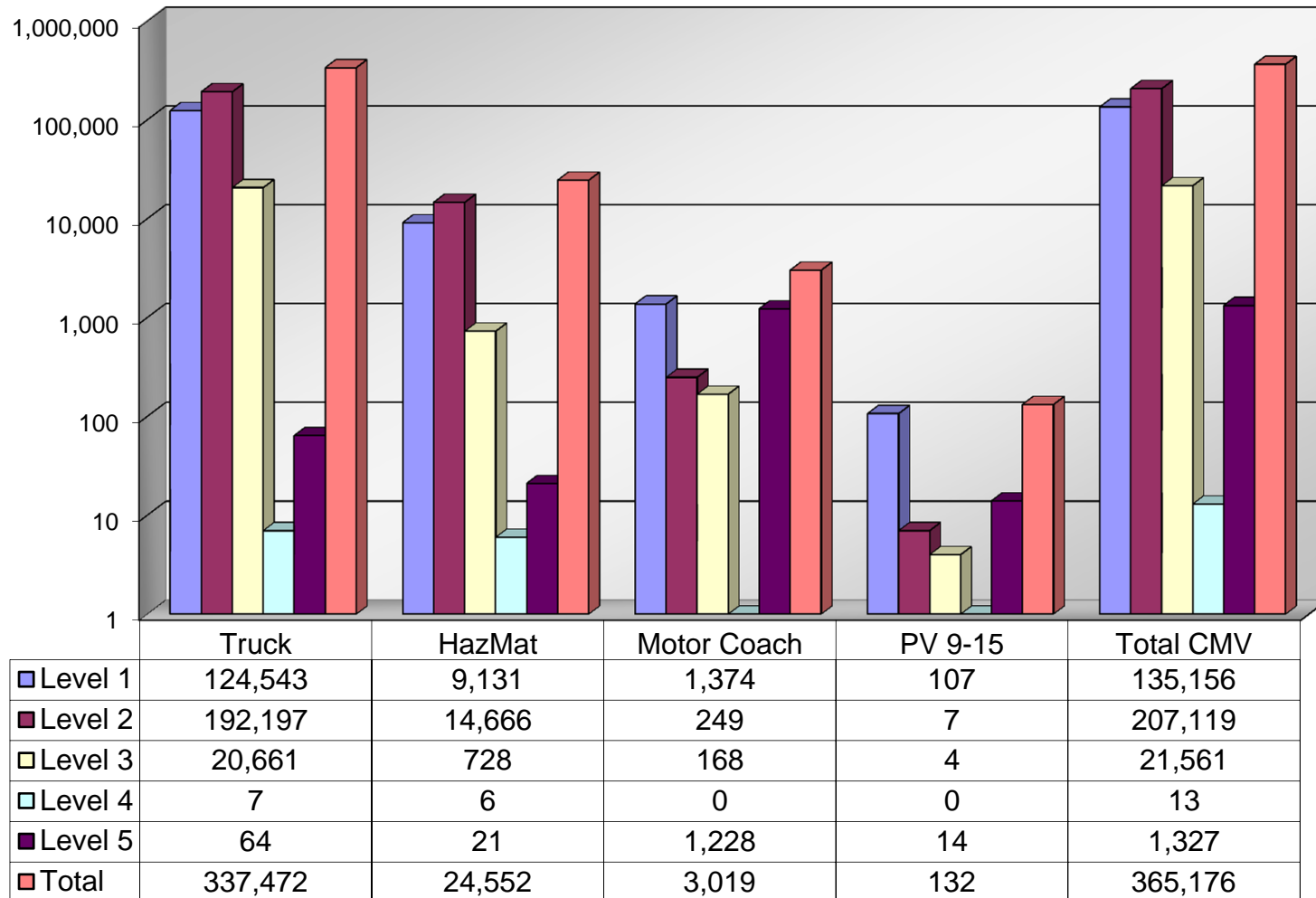
DRIVER/VEHICLE INSPECTIONS FY 2016



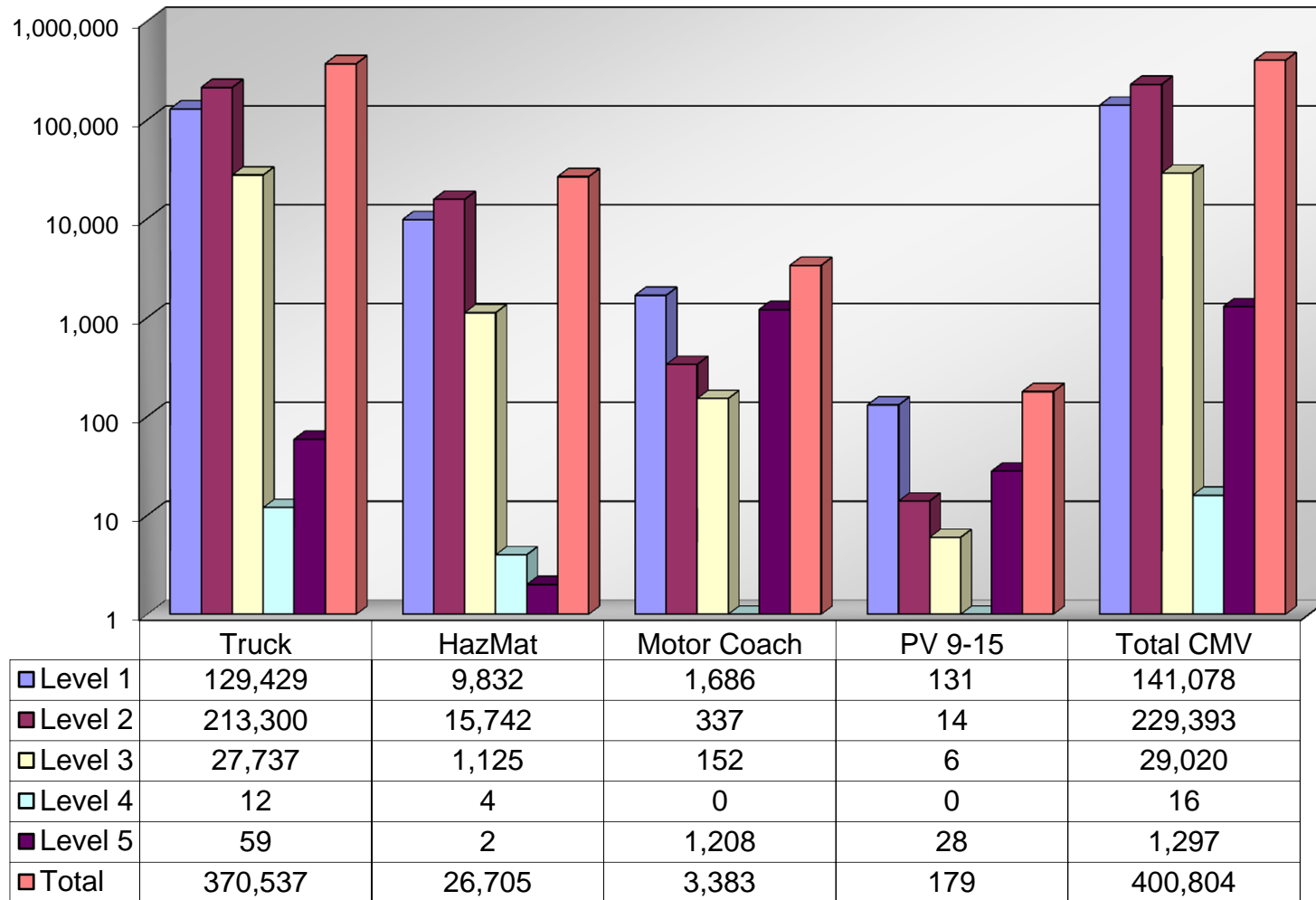
DRIVER/VEHICLE INSPECTIONS FY 2015



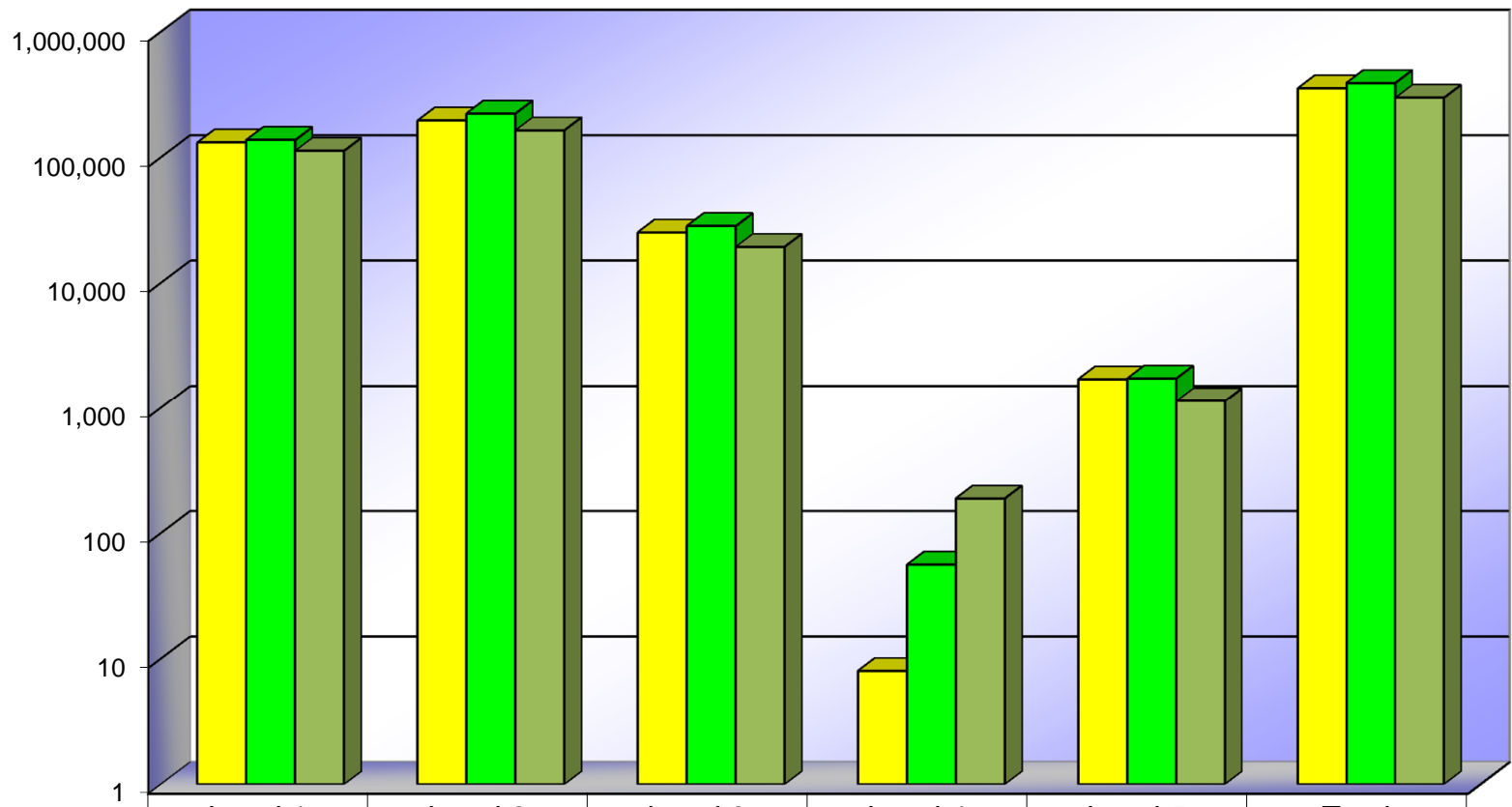
DRIVER/VEHICLE INSPECTIONS FY 2014



DRIVER/VEHICLE INSPECTIONS FY 2013

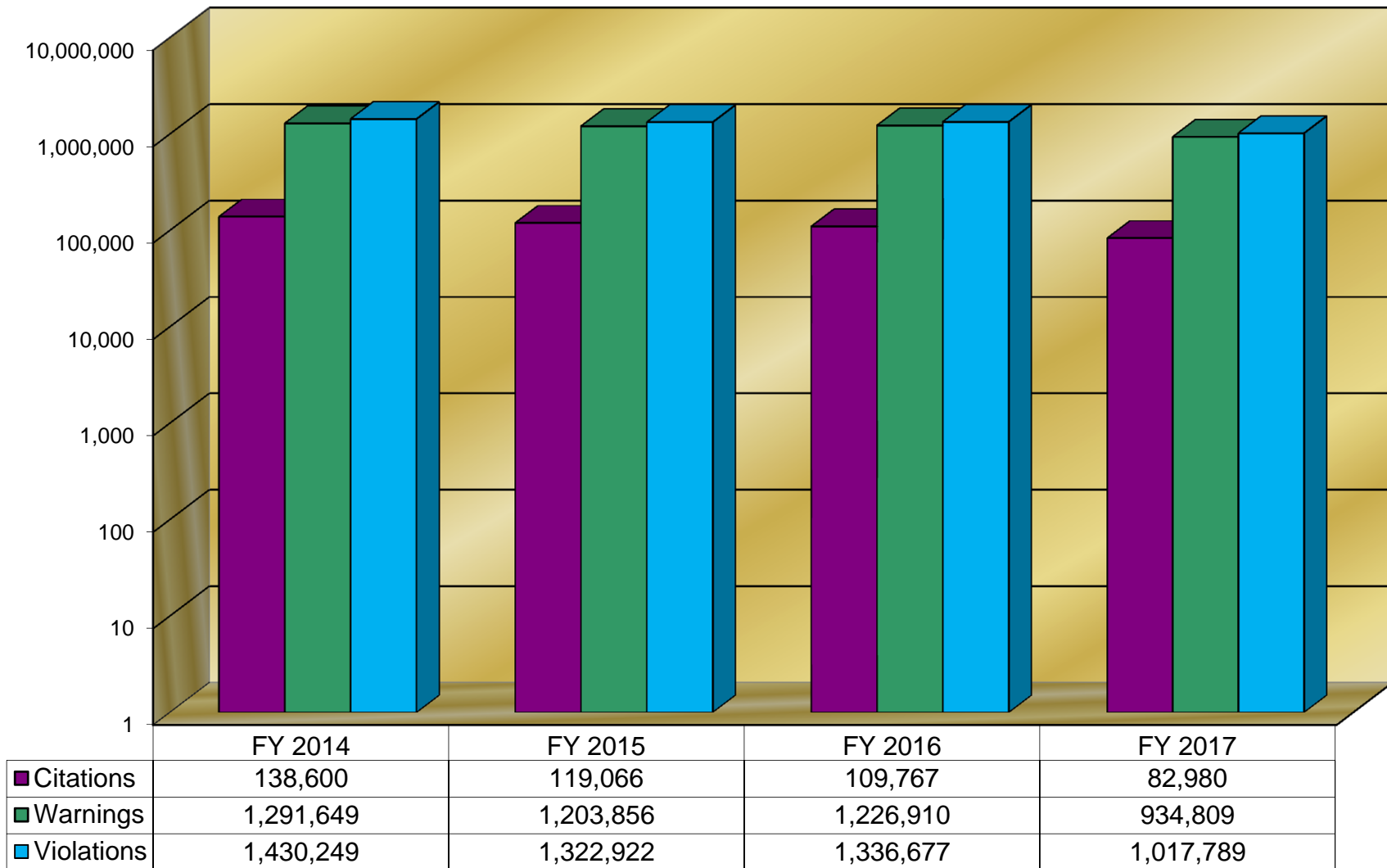


DRIVER/VEHICLE INSPECTIONS **FY 2015-2017**

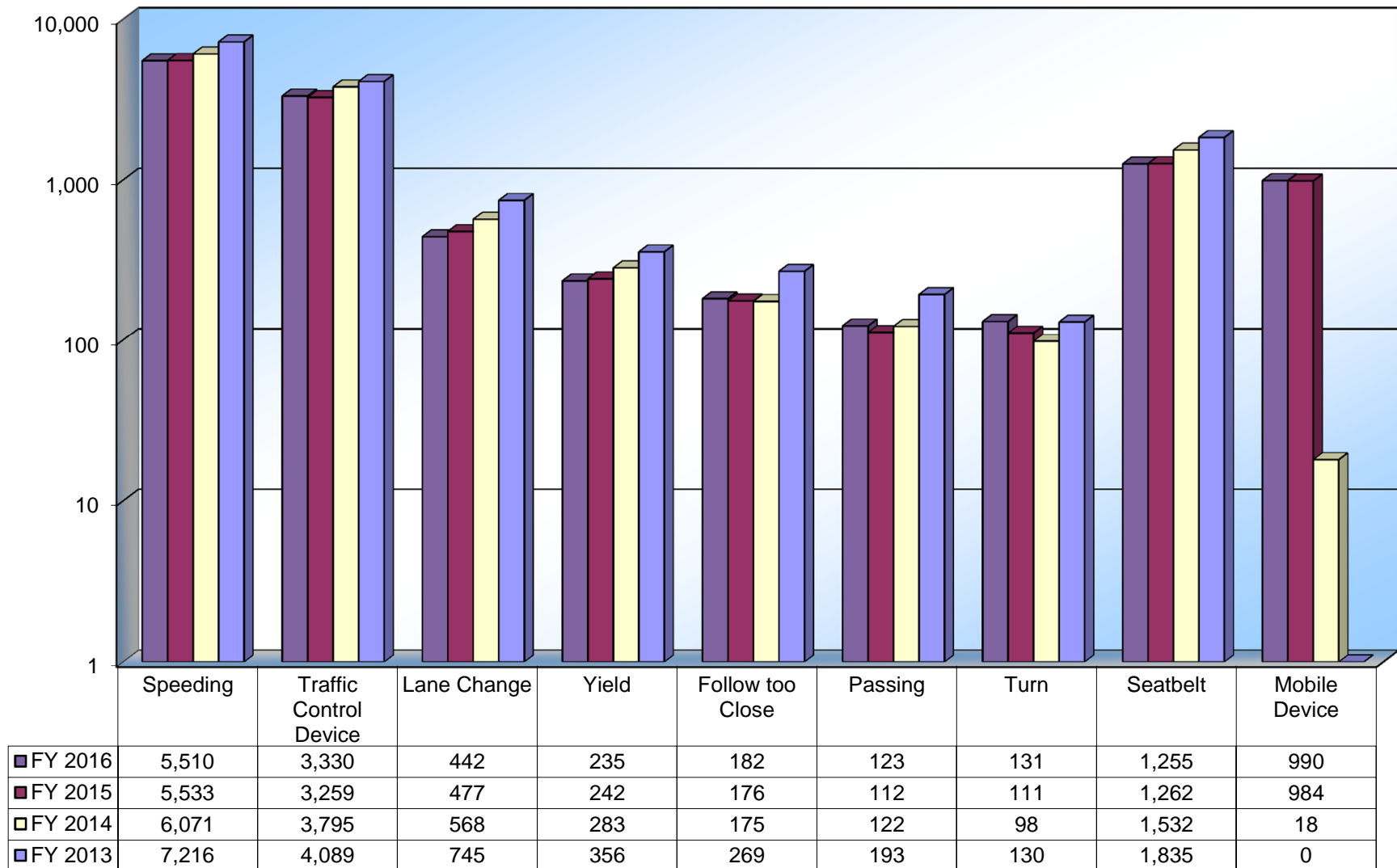


| | Level 1 | Level 2 | Level 3 | Level 4 | Level 5 | Total |
|---|---------|---------|---------|---------|---------|---------|
| ■ FY 2015 Inspections | 131,059 | 196,020 | 25,269 | 8 | 1,704 | 354,060 |
| ■ FY 2016 Inspections | 137,385 | 223,515 | 28,325 | 56 | 1,726 | 391,007 |
| ■ FY 2017 Inspections | 112,843 | 164,296 | 19,390 | 189 | 1,134 | 297,852 |

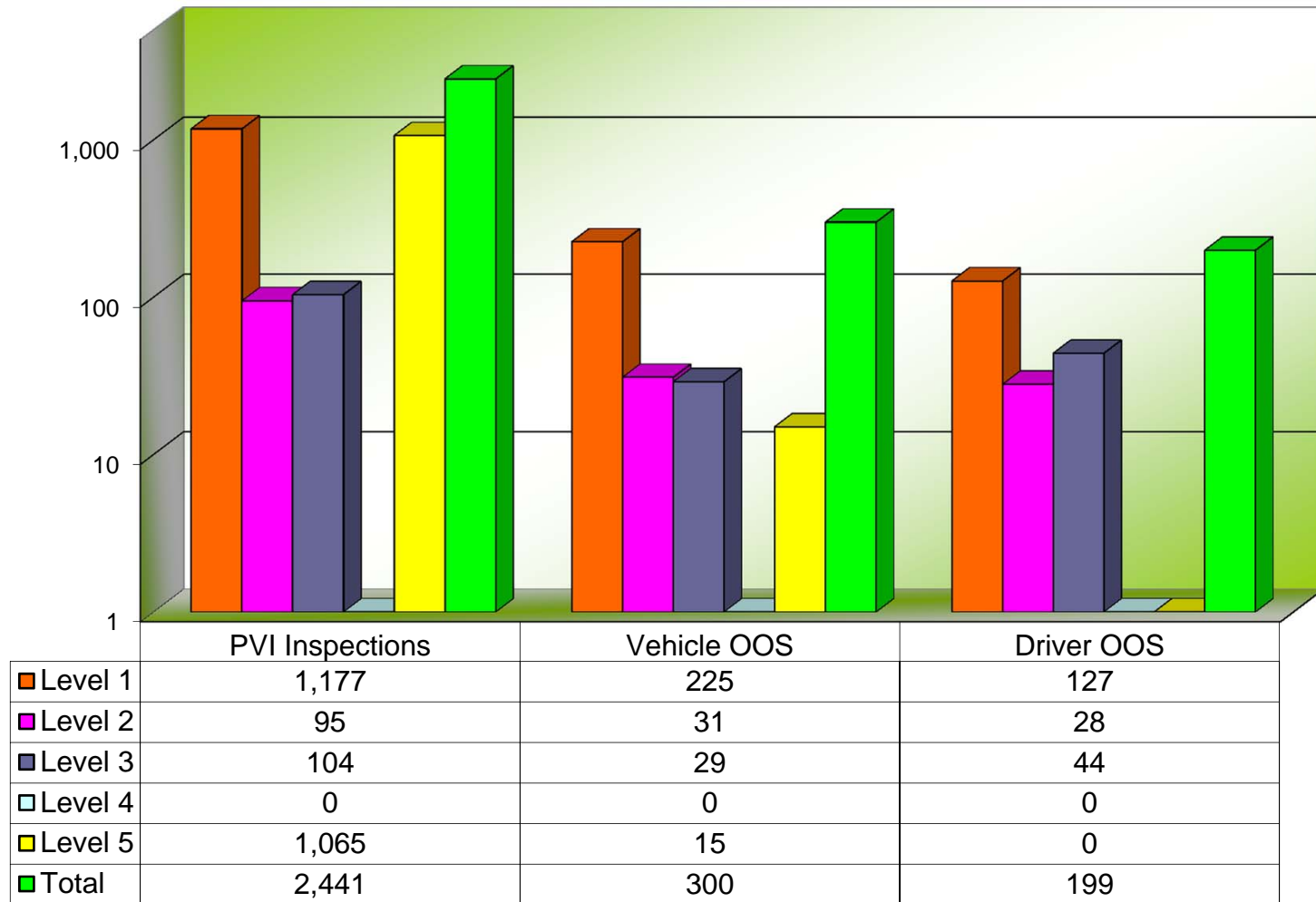
CITATIONS, WARNINGS & TOTAL VIOLATIONS FY 2014 - 2017



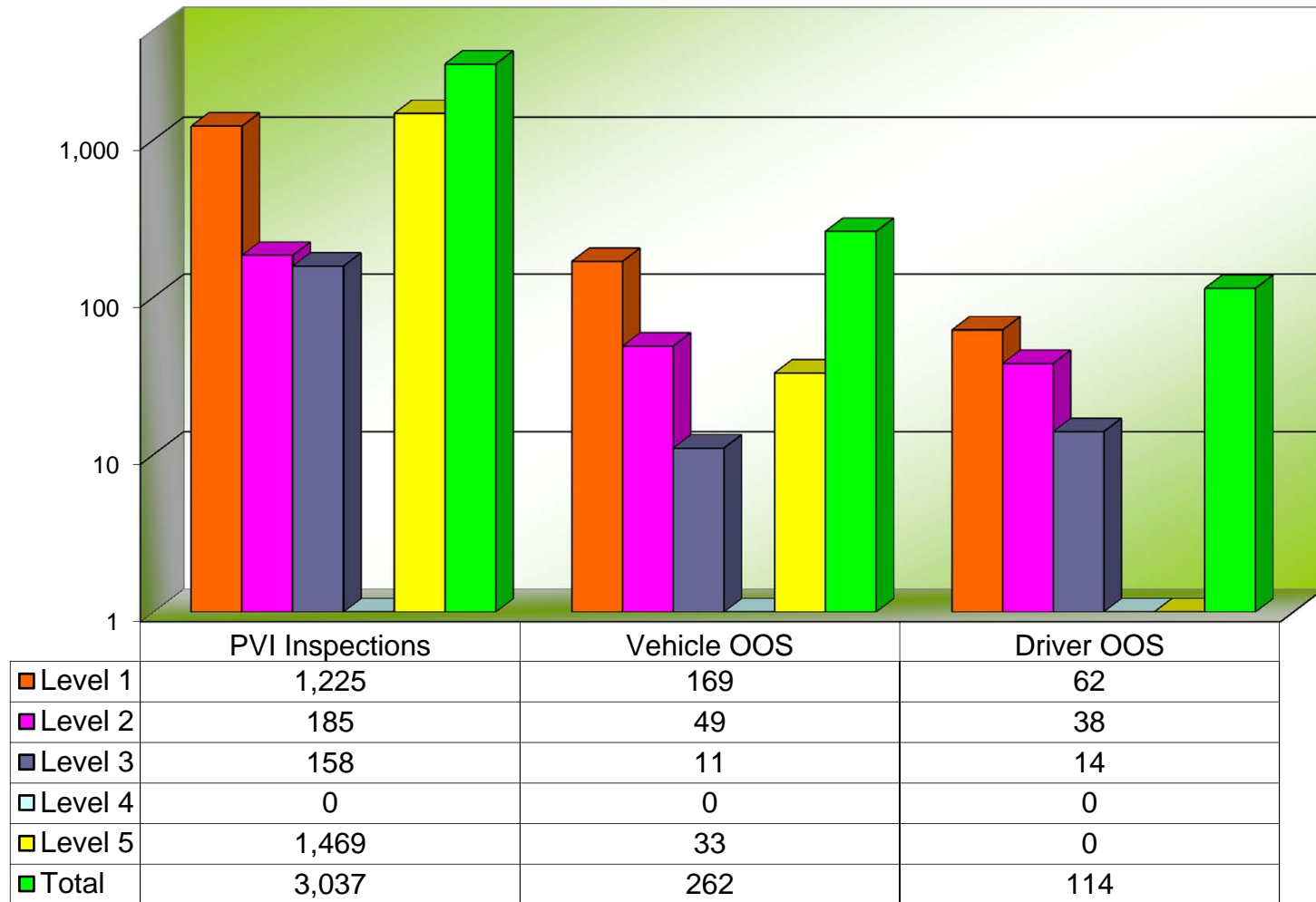
**CMV TRAFFIC ENFORCEMENT WITH INSPECTION
FY 2013 - 2016**



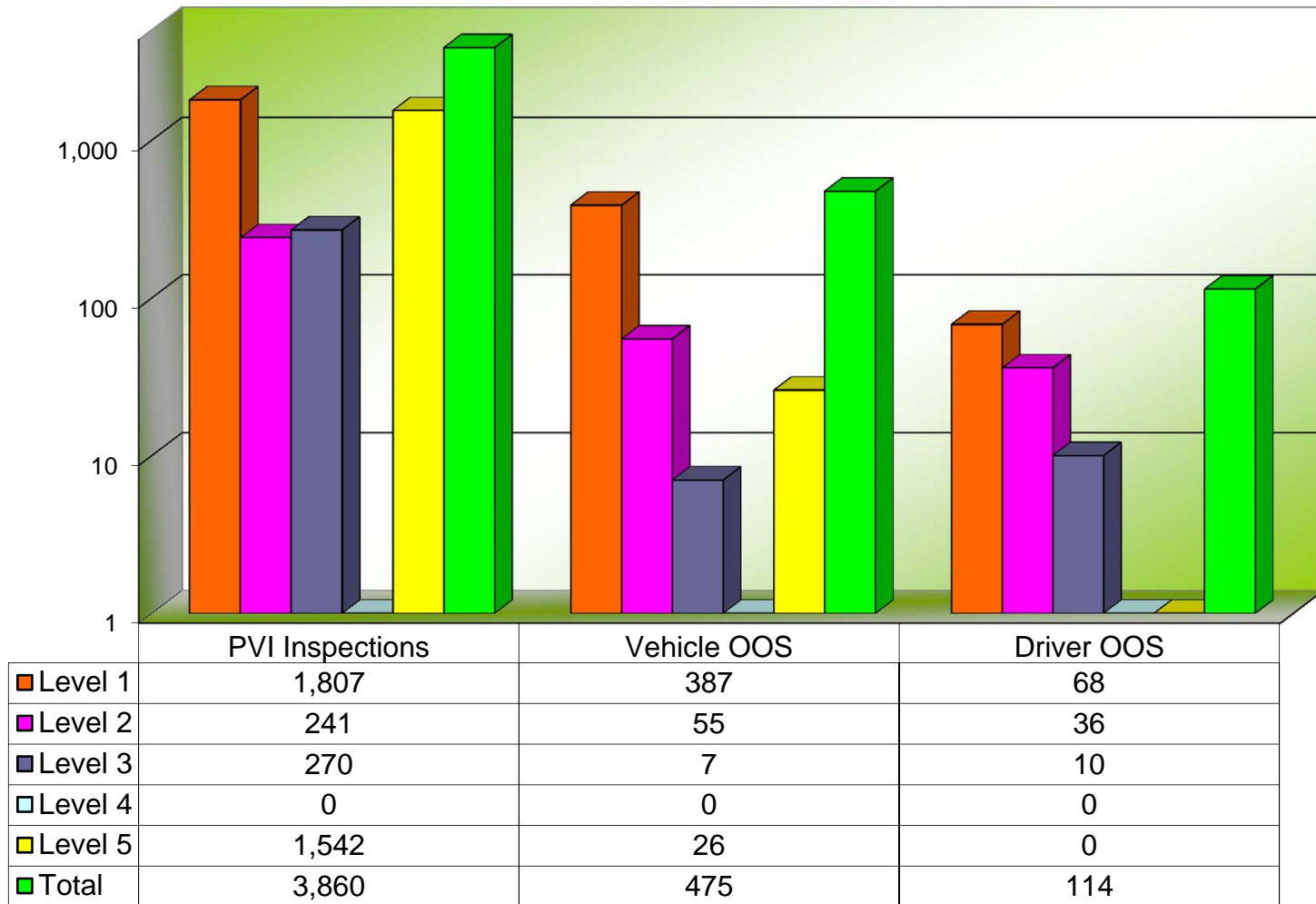
PASSENGER VEHICLE INSPECTIONS FY 2017



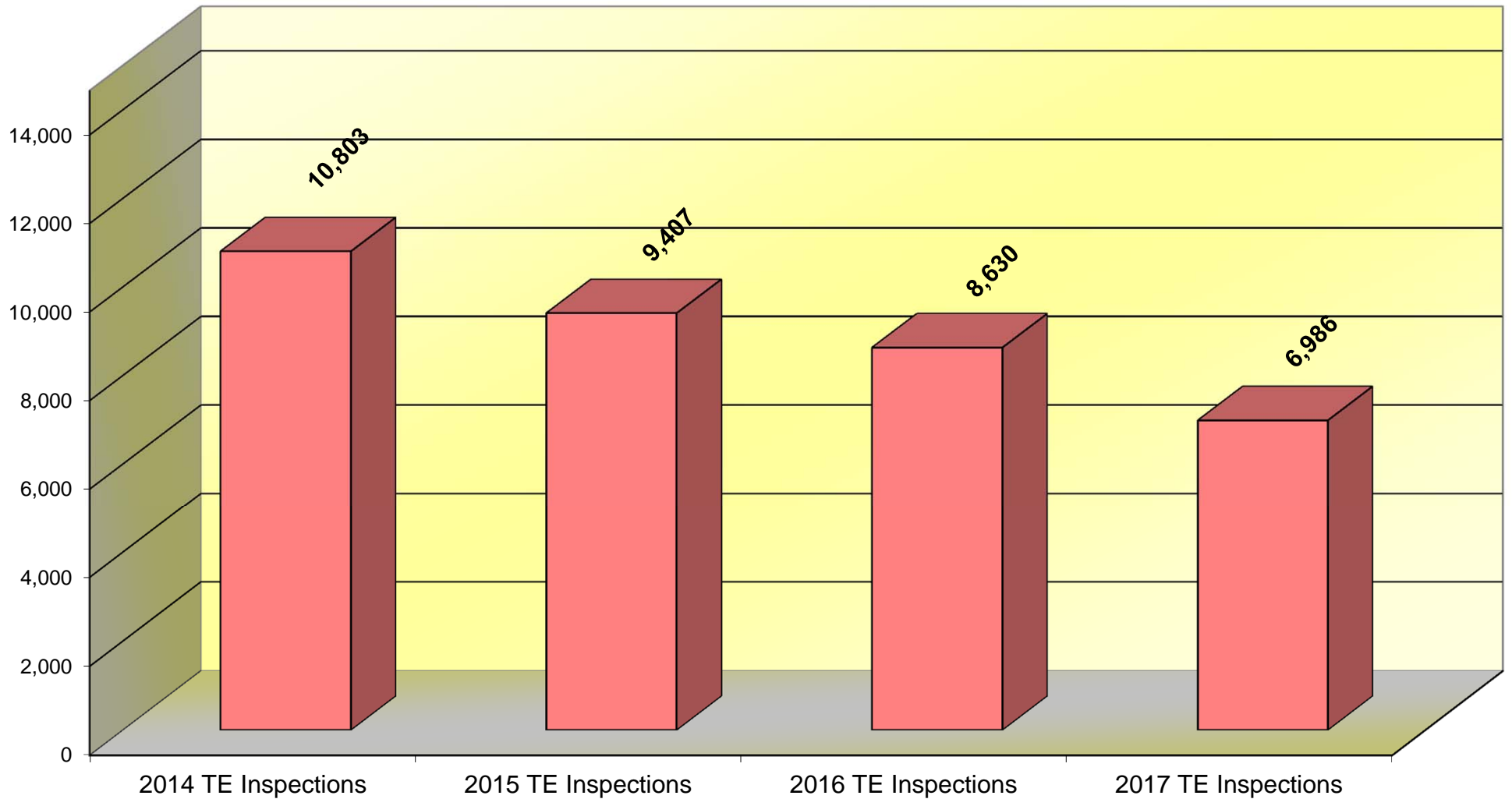
PASSENGER VEHICLE INSPECTIONS FY 2016



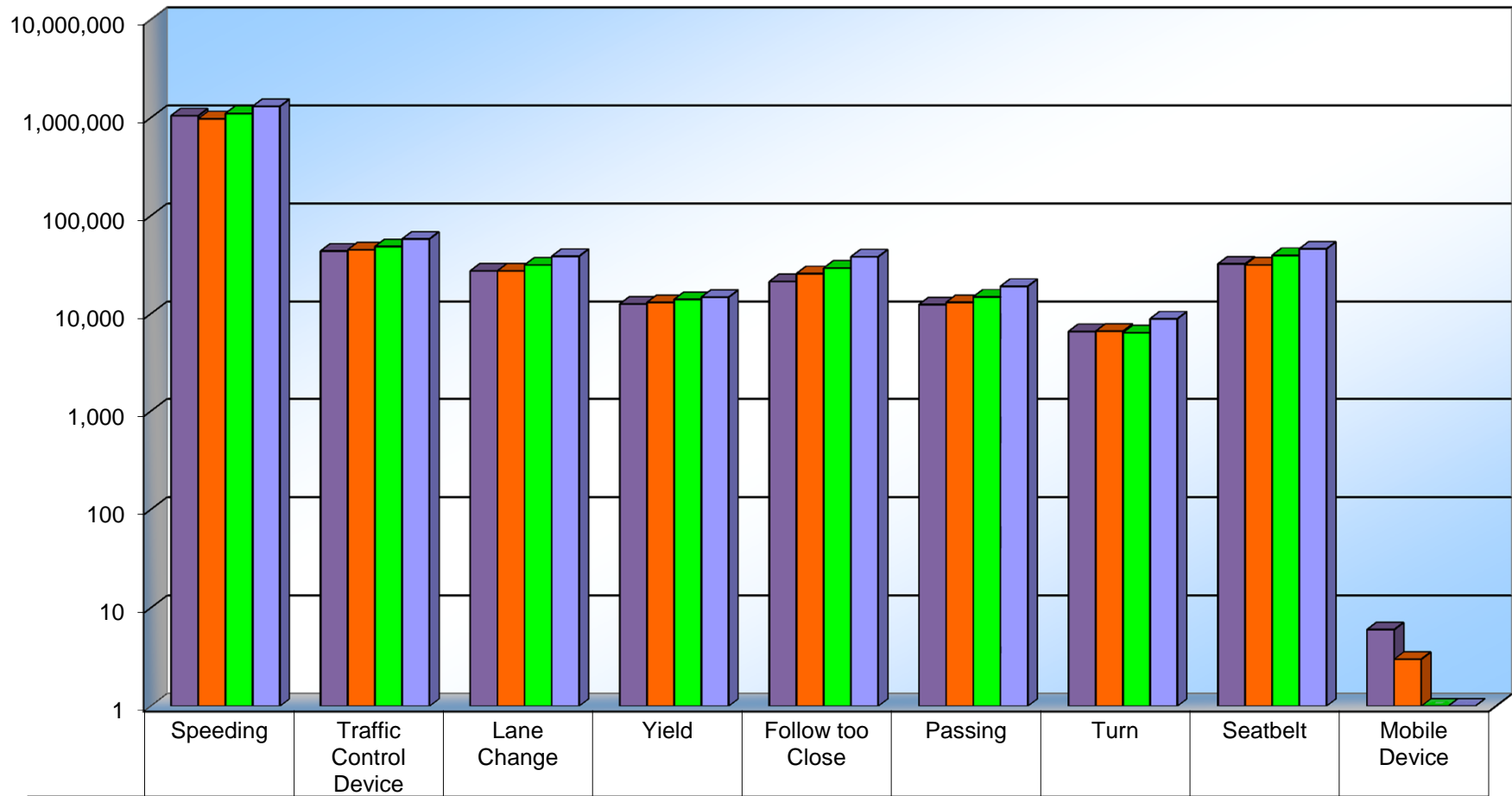
PASSENGER VEHICLE INSPECTIONS FY 2015



TRAFFIC ENFORCEMENT INSPECTIONS 2014 - 2017

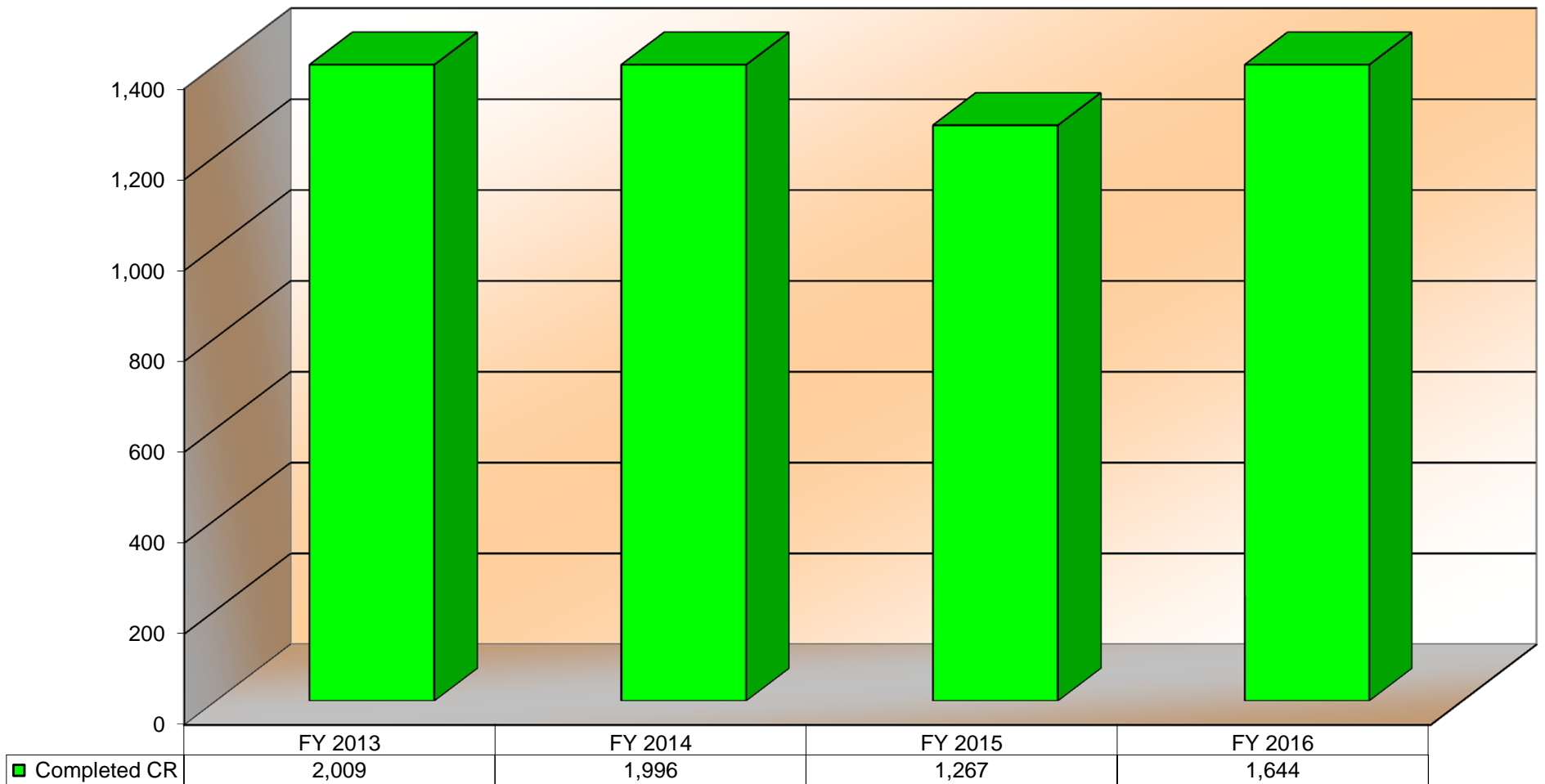


NON-CMV TRAFFIC ENFORCEMENT WITHOUT INSPECTION **FY 2013 - 2016**

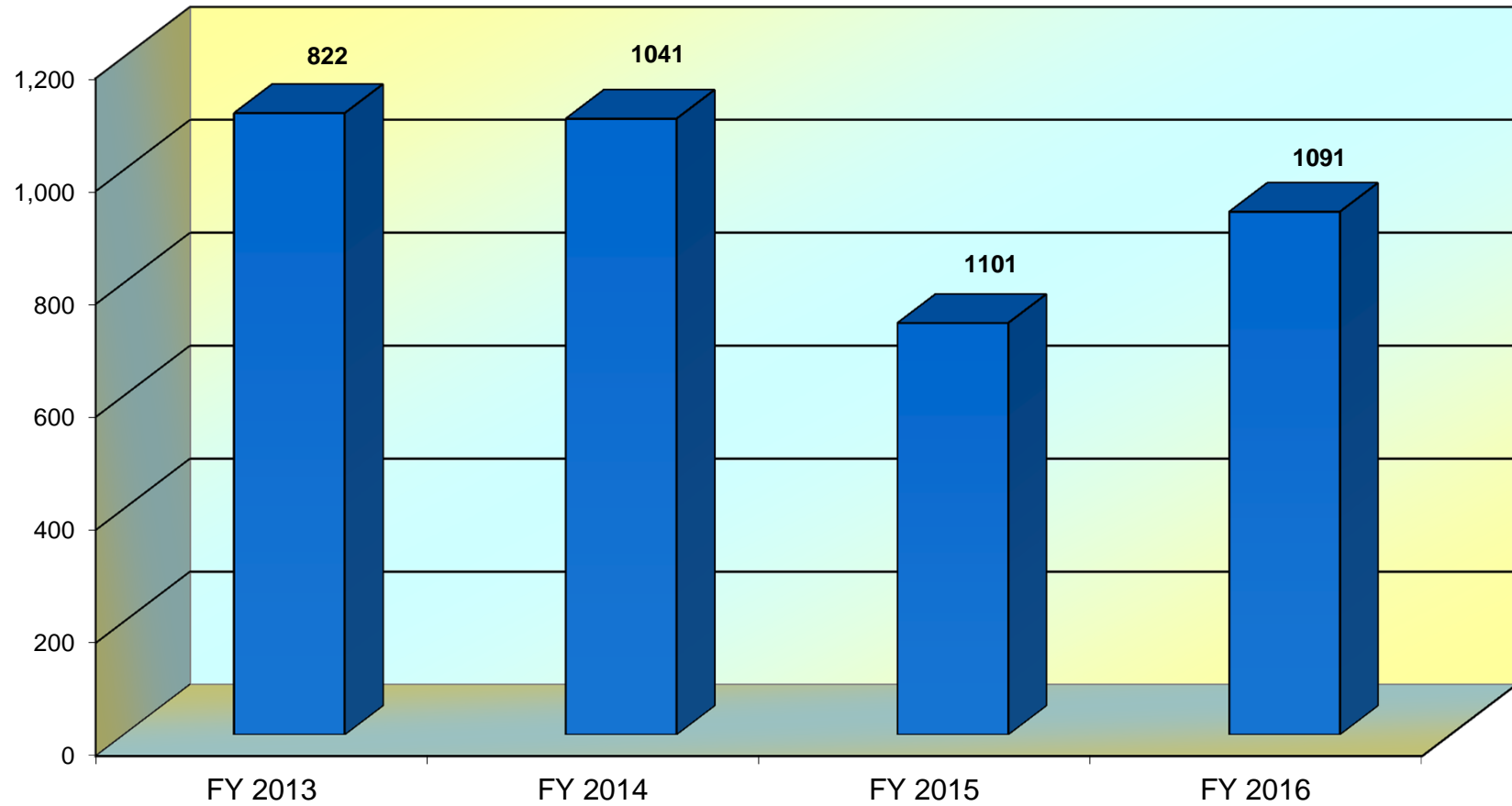


| | | | | | | | | | |
|-----------|-----------|--------|--------|--------|--------|--------|-------|--------|---|
| ■ FY 2016 | 1,047,371 | 43,696 | 27,333 | 12,562 | 21,329 | 12,390 | 6,599 | 32,240 | 6 |
| ■ FY 2015 | 975,537 | 44,913 | 27,340 | 13,042 | 25,726 | 13,059 | 6,636 | 31,475 | 3 |
| ■ FY 2014 | 1,103,303 | 48,532 | 31,433 | 13,999 | 29,267 | 14,875 | 6,399 | 39,435 | 0 |
| ■ FY 2013 | 1,303,029 | 57,962 | 38,588 | 14,743 | 38,148 | 19,067 | 8,892 | 45,862 | 0 |

COMPLIANCE REVIEW ACTIVITY FY 2013 - 2016








COMPLIANCE REVIEW ENFORCEMENT ACTIONS
FY 2013 - 2016



Texas - State Data Summary











Active Carriers and Safety Measurement System (SMS) Summary

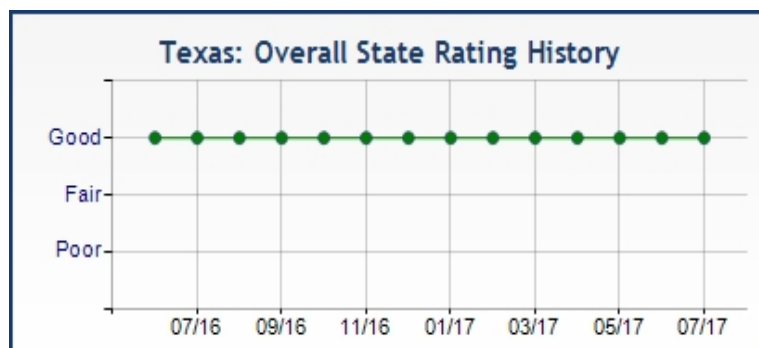
| | Texas | | National | |
|---|----------------|---------------|-------------------|--------------|
| | Number | Percent | Number | Percent |
| Interstate and Intrastate HazMat Carriers | 38,427 | N/A | 548,380 | N/A |
| Passenger Carriers | 551 | 1.43% | 12,806 | 2.33% |
| HazMat Carriers | 1,234 | 3.21% | 9,923 | 1.8% |
| General Carriers | 36,642 | 95.35% | 525,651 | 95.85% |
| Carriers with a BASIC(s) in  Status | 8,292 | 21.57% | 54,402 | 9.92% |
| Passenger Carriers with a BASIC(s) in  Status | 75 | .9% | 833 | 1.53% |
| HazMat Carriers with a BASIC(s) in  Status | 391 | 4.71% | 2,107 | 3.87% |
| General Carriers with a BASIC(s) in  Status | 7,826 | 94.38% | 51,462 | 94.59% |
| Total Power Units | 723,746 | N/A | 12,635,125 | N/A |
| Power Units of Carriers with a BASIC(S) in  Status | 162,881 | 22.5% | 1,337,820 | 10.58% |

Data Source: SMS Results as of **07/28/2017**. Updated Monthly. For more information, please visit <http://ai.fmcsa.dot.gov>

 Exceeds Intervention Threshold

State Safety Data Quality (SSDQ)

| SSDQ (as of July 28, 2017) | Rating |
|--------------------------------|---|
| Overall State Rating |  |
| Crash Record Completeness |  |
| Fatal Crash Completeness |  |
| Crash Timeliness |  |
| Crash Accuracy |  |
| Inspection Record Completeness |  |
| Inspection VIN Accuracy |  |
| Inspection Timeliness |  |
| Inspection Accuracy |  |
| Crash Consistency Indicator | N/A |
| Crash Rating |  |



For more information, please visit the Data Quality module on <http://ai.fmcsa.dot.gov>

Ratings:  Good  Fair  Poor  Insufficient Data  Overriding Indicator

Summary of Large Truck and Bus Crash Involvements

| Summary | CY 2013 | | CY 2014 | | CY 2015 | | CY 2016 | | CY 2017* | |
|--|---------|----------|---------|----------|---------|----------|---------|----------|----------|----------|
| | TX | % of Nat | TX | % of Nat | TX | % of Nat | TX | % of Nat | TX | % of Nat |
| Number of vehicles involved in fatal & non-fatal crashes | 18,225 | 12.1% | 17,280 | 10.4% | 17,707 | 10.3% | 17,428 | 9.9% | 4,531 | 10.7% |
| # in fatal crashes | 538 | 12.1% | 598 | 13.6% | 608 | 12.8% | 604 | 12.9% | 145 | 14.3% |
| # in non-fatal crashes | 17,687 | 12.1% | 16,682 | 10.3% | 17,099 | 10.2% | 16,824 | 9.8% | 4,386 | 10.6% |
| Number of fatal & non-fatal Crashes | 17,058 | 12% | 16,061 | 10.3% | 16,506 | 10.2% | 16,330 | 9.8% | 4,244 | 10.7% |
| # of fatal crashes | 496 | 12.5% | 531 | 13.4% | 543 | 12.9% | 529 | 12.6% | 130 | 14.2% |
| # of non-fatal crashes | 16,562 | 12% | 15,530 | 10.3% | 15,963 | 10.2% | 15,801 | 9.8% | 4,114 | 10.6% |
| Number of Fatalities as a result of a crash | 582 | 13.1% | 614 | 13.6% | 639 | 13.5% | 622 | 13.2% | 165 | 15.8% |
| Number of Injuries as a result of a crash | 9,500 | 11.4% | 9,527 | 10.8% | 10,280 | 11.5% | 9,965 | 10.9% | 2,304 | 10.9% |

Data Source: MCMIS data snapshot as of 07/28/2017, including crash records through 03/31/2017.

Texas - State Data Summary

State Enforcement Programs Summary Data

| Reviews | | | | | | | | | |
|---|--------------|---------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|
| | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | TX | National | % of Nat | TX | National | % of Nat | TX | National | % of Nat |
| Total Reviews | 2,128 | 14,605 | 14.57% | 2,461 | 14,077 | 17.48% | 2,009 | 11,762 | 17.08% |
| Motor Carrier Safety Compliance Reviews | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% |
| Cargo Tank Facility Reviews | 5 | 88 | 5.68% | 3 | 71 | 4.23% | 7 | 77 | 9.09% |
| Shipper Reviews | 4 | 96 | 4.17% | 11 | 138 | 7.97% | 16 | 31 | 51.61% |
| Non-Rated Reviews (excludes SCR & CSA) | 46 | 987 | 4.66% | 42 | 1,675 | 2.51% | 40 | 1,132 | 3.53% |
| CSA Offsite | 0 | 137 | 0.00% | 0 | 25 | 0.00% | 0 | 0 | 0% |
| CSA Onsite Focused / Focused CR | 691 | 7,898 | 8.75% | 653 | 6,557 | 9.96% | 525 | 5,797 | 9.06% |
| CSA Onsite Comprehensive* | 1,382 | 5,399 | 25.60% | 1,752 | 5,611 | 31.22% | 1,421 | 4,725 | 30.07% |
| Total Security Contact Reviews | 39 | 645 | 6.05% | 25 | 547 | 4.57% | 14 | 367 | 3.81% |

| Roadside Inspections | | | | | | | | | |
|----------------------------|---------|-----------|----------|---------|-----------|----------|---------|-----------|----------|
| | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | TX | National | % of Nat | TX | National | % of Nat | TX | National | % of Nat |
| Number of Inspections | 500,976 | 3,384,363 | 14.80% | 536,844 | 3,418,659 | 15.70% | 427,825 | 2,740,120 | 15.61% |
| Driver Inspections* | 497,284 | 3,264,607 | 15.23% | 532,836 | 3,300,745 | 16.14% | 425,465 | 2,650,699 | 16.05% |
| with Driver OOS Violation | 15,950 | 159,930 | 9.97% | 16,317 | 161,535 | 10.10% | 14,374 | 134,357 | 10.70% |
| Driver OOS Rate | 3.21% | 4.90% | N/A | 3.06% | 4.89% | N/A | 3.38% | 5.07% | N/A |
| Vehicle Inspections* | 460,107 | 2,309,450 | 19.92% | 491,411 | 2,348,187 | 20.93% | 393,151 | 1,894,404 | 20.75% |
| with Vehicle OOS Violation | 99,052 | 468,386 | 21.15% | 100,617 | 470,831 | 21.37% | 81,975 | 387,890 | 21.13% |
| Vehicle OOS Rate | 21.53% | 20.28% | N/A | 20.48% | 20.05% | N/A | 20.85% | 20.48% | N/A |
| Hazmat Inspections* | 31,768 | 191,275 | 16.61% | 33,974 | 200,462 | 16.95% | 27,221 | 160,436 | 16.97% |
| with Hazmat OOS Violation | 1,240 | 7,449 | 16.65% | 1,187 | 7,875 | 15.07% | 953 | 6,237 | 15.28% |
| Hazmat OOS Rate | 3.90% | 3.89% | N/A | 3.49% | 3.93% | N/A | 3.50% | 3.89% | N/A |

| Traffic Enforcement (TE) | | | | | | | | | |
|---|---------------|----------------|--------------|---------------|----------------|--------------|--------------|----------------|--------------|
| | FY 2015 | | | FY 2016 | | | FY 2017 | | |
| | TX | National | % of Nat | TX | National | % of Nat | TX | National | % of Nat |
| Number of Traffic Enf. Inspections | 9,766 | 377,636 | 2.59% | 10,769 | 372,414 | 2.89% | 8,876 | 295,565 | 3.00% |
| With Moving Violations | 8,057 | 210,712 | 3.82% | 9,226 | 221,312 | 4.17% | 7,642 | 176,936 | 4.32% |
| With Drug & Alcohol Violations | 17 | 869 | 1.96% | 16 | 882 | 1.81% | 18 | 767 | 2.35% |
| With Railroad Crossing Violations | 62 | 287 | 21.60% | 26 | 212 | 12.26% | 24 | 179 | 13.41% |
| With Non-specified State Law/Miscellaneous Violations | 1,739 | 177,571 | 0.98% | 1,625 | 162,125 | 1.00% | 1,284 | 127,123 | 1.01% |
| Number of Traffic Enf. Violations | 10,018 | 424,108 | 2.36% | 11,109 | 413,022 | 2.69% | 9,171 | 327,139 | 2.80% |
| Moving Violations | 8,179 | 217,700 | 3.76% | 9,434 | 227,480 | 4.15% | 7,841 | 182,003 | 4.31% |
| Drug & Alcohol Violations | 19 | 1,015 | 1.87% | 17 | 1,000 | 1.70% | 19 | 876 | 2.17% |
| Railroad Crossing Violations | 63 | 288 | 21.88% | 26 | 212 | 12.26% | 24 | 181 | 13.26% |

* In FY 2012, all reviews that were previously considered Motor Carrier Safety Compliance Reviews are now included in the CSA Onsite Comprehensive

For more information, please visit Enforcement Programs on <http://ai.fmcsa.dot.gov>

Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 07/28/2017, including current year-to-date information for FY 2017. The data presented above are accurate as of this date, but are subject to update as new or additional information may be reported to MCMIS following the snapshot date

** Roadside Inspections:

Driver Inspections were computed based on inspection levels I, II, III, and VI.

Vehicle Inspections were computed based on inspection levels I, II, V, and VI.

Hazmat Inspections were computed based on inspection levels I, II, III, IV, V, and VI, when HM is present.

The OOS rate for each category is based on the number of inspections which resulted in one or more Out-Of-Service (OOS) violations.

Texas - State Data Summary

| Contact Information | | | |
|----------------------------|---|---------------|-----------------------------|
| FMCSA Contact | | MCSAP Contact | |
| Main Address & Main Phone: | 903 San Jacinto Blvd., Suite 1100 Austin, TX 78701 (512) 916-5440 | Agency | Texas DPS (512) 424-2775 |
| Division Administrator: | Joanne Cisneros | | |

Texas: Overall State Rating

Good

The Overall State rating is based on eight performance measures and one indicator, except measures with a rating of Insufficient Data. Your overall rating is good because your State has a minimum of one crash measure rated as good, one inspection measure rated as good, and zero measures rated as poor.



How to use this report

Get a brief overview of each measure's change from last month by hovering your cursor over each box below. Click on a box to see more detailed information about specific measures and to find reports and tools to help you improve your State's rating.

What To Do Next

Make sure that you understand your State's Overall rating.

- Review measures that are poor, fair, or trending downward to find way to improve.
- Monitor all your measures – even good ratings often leave room for improvement.
- Contact your State's FMCSA Data Quality Specialist to ask questions.

You can also explore other resources in the Help Center.

It's vital to keep current on your safety performance data. Click each measure to learn how you can improve your State's data quality.

CRASH MEASURES

94%

CRASH RECORD
COMPLETENESS

109%

FATAL RECORD
COMPLETENESS

99%

CRASH
TIMELINESS

99%

CRASH
ACCURACY



101%

No Flag

CRASH
CONSISTENCY
INDICATOR

INSPECTION MEASURES

99%

INSPECTION
RECORD
COMPLETENESS

97%

INSPECTION VIN
ACCURACY

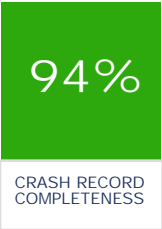
98%

INSPECTION
TIMELINESS

100%

INSPECTION
ACCURACY

Measures: Crash Record Completeness



94% of your State's evaluated crash records have complete driver and vehicle information. These crashes occurred between 05/01/2016 and 04/30/2017. Your rating is good because your percentage is greater than or equal to 85%.



Why this matters

Complete driver and vehicle information helps FMCSA associate crashes to the right driver, vehicle, and carrier. Crashes are included on the driver's and carrier's safety records and are used by the SMS to prioritize carriers for interventions that pose the greatest safety risk.

What To Do Next

Make sure that you understand this measure and your State's rating. Use the following analysis reports to identify and address issues that could be affecting your data quality. Remember, even good ratings often have room for improvement.

- Complete Record Analysis
- Driver Evaluation by Event Month
- Vehicle Evaluation by Event Month

You can also explore other resources in the Help Center.

Texas: Crash Record Completeness

| Monthly Results/MCMIS Run Date | Event Date Range | Rating | Driver Identification Completeness Evaluation | Vehicle Identification Completeness Evaluation | Crash Record Completeness |
|--------------------------------|-------------------------|--------|---|--|---------------------------|
| Jul '17 07/28/2017 | 05/01/2016 - 04/30/2017 | Good | 92% | 96% | 94% |
| Jun '17 06/30/2017 | 04/01/2016 - 03/31/2017 | Good | 92% | 96% | 94% |
| May '17 05/26/2017 | 03/01/2016 - 02/28/2017 | Good | 92% | 96% | 94% |
| Apr '17 04/28/2017 | 02/01/2016 - 01/31/2017 | Good | 92% | 97% | 95% |
| Mar '17 03/31/2017 | 01/01/2016 - 12/31/2016 | Good | 92% | 97% | 95% |
| Feb '17 02/24/2017 | 12/01/2015 - 11/30/2016 | Good | 92% | 97% | 95% |
| Jan '17 01/27/2017 | 11/01/2015 - 10/31/2016 | Good | 92% | 97% | 95% |
| Dec '16 12/30/2016 | 10/01/2015 - 09/30/2016 | Good | 92% | 97% | 95% |
| Nov '16 11/25/2016 | 09/01/2015 - 08/31/2016 | Good | 93% | 97% | 95% |
| Oct '16 10/28/2016 | 08/01/2015 - 07/31/2016 | Good | 93% | 97% | 95% |
| Sep '16 09/23/2016 | 07/01/2015 - 06/30/2016 | Good | 93% | 97% | 95% |
| Aug '16 08/26/2016 | 06/01/2015 - 05/31/2016 | Good | 93% | 97% | 95% |
| Jul '16 07/22/2016 | 05/01/2015 - 04/30/2016 | Good | 93% | 97% | 95% |



Good

Percentage of completed driver and vehicle information is >= 85%



Fair

Percentage of completed driver and vehicle information is 70-84%



Poor

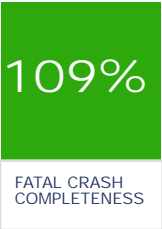
Percentage of completed driver and vehicle information is < 70%



Insufficient Data

State has < 15 records reported in current timeframe AND percentage of completed driver and vehicle information is < 70%

Measures: Fatal Crash Completeness



109% of your State's evaluated fatal crash records were reported to MCMIS as compared to the number of fatal crash records in FARS. These crashes occurred in calendar year 2014. Your rating is good because the number of MCMIS records as a percentage of FARS records is greater than or equal to 90%.



Why this matters

Complete fatal crash reporting helps FMCSA prioritize carriers for interventions that pose the greatest safety risk.

What To Do Next

Make sure that you understand this measure and your State's rating. Use the following analysis reports to identify and address issues that could be affecting your data quality. Remember, even good ratings often have room for improvement.

- Use the FARS/MCMIS Matching Tool
- Talk with your State's FARS Analyst to ensure that you have all the records you should in MCMIS. If needed, reach out to your DQ Specialist for help to connect with your FARS Analyst.

You can also explore other resources in the Help Center.

| Texas: Fatal Crash Completeness | | | | | | |
|------------------------------------|----------------------------|--------|------------------|---------------------|-------|----------------------|
| | | | | Fatal Crash Records | | |
| Monthly Results/ MCMIS Run Date | Event Date Range | Rating | Fatal Crash Year | FARS | MCMIS | MCMIS as a % of FARS |
| Jul '17 07/28/2017 | 05/01/2016 - 04/30/2017 | Good | 2015 | 531 | 578 | 109% |
| Jun '17 06/30/2017 | 04/01/2016 - 03/31/2017 | Good | 2015 | 531 | 577 | 109% |
| May '17 05/26/2017 | 03/01/2016 - 02/28/2017 | Good | 2015 | 531 | 577 | 109% |
| Apr '17 04/28/2017 | 02/01/2016 - 01/31/2017 | Good | 2015 | 531 | 577 | 109% |
| Mar '17 03/31/2017 | 01/01/2016 - 12/31/2016 | Good | 2015 | 531 | 577 | 109% |
| Feb '17 02/24/2017 | 12/01/2015 - 11/30/2016 | Good | 2015 | 531 | 569 | 107% |
| Jan '17 01/27/2017 | 11/01/2015 - 10/31/2016 | Good | 2015 | 531 | 569 | 107% |
| Dec '16 12/30/2016 | 10/01/2015 - 09/30/2016 | Good | 2015 | 531 | 569 | 107% |
| Nov '16 11/25/2016 | 09/01/2015 - 08/31/2016 | Good | 2015 | 531 | 568 | 107% |
| Oct '16 10/28/2016 | 08/01/2015 - 07/31/2016 | Good | 2015 | 531 | 568 | 107% |
| Sep '16 09/23/2016 | 07/01/2015 - 06/30/2016 | Good | 2015 | 531 | 565 | 106% |
| Aug '16 08/26/2016 | 06/01/2015 - 05/31/2016 | Good | 2014 | 532 | 575 | 108% |
| Jul '16 07/22/2016 | 05/01/2015 - 04/30/2016 | Good | 2014 | 532 | 575 | 108% |



Good

MCMIS as a % of FARS is >= 90%



Fair

MCMIS as a % of FARS is 80-89%



Poor

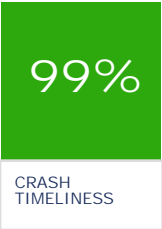
MCMIS as a % of FARS is < 80%



Insufficient Data

State has < 15 FARS records AND MCMIS as a % of FARS is < 80%

Measures: Crash Timeliness



99% of your State's evaluated crash records were reported within 90 days of the crash. These crashes occurred between 05/01/2016 and 04/30/2017. Your rating is good because your percentage is greater than or equal to 90%.



Why this matters

Timely crash reporting helps FMCSA prioritize carriers for interventions that pose the greatest safety risk.

What To Do Next

Make sure that you understand this measure and your State's rating. Use the following analysis reports to identify and address issues that could be affecting your data quality. Remember, even good ratings often have room for improvement.

- Evaluation by Event Month
- Frequency of Record Uploads to MCMIS

You can also explore other resources in the Help Center.

Texas: Crash Timeliness

| Monthly Results/MCMIS Run Date | Event Date Range | Rating | # Interstate & Intrastate Crash Records | # Records Reported w/in 90 days | % Records Reported w/in 90 days |
|--------------------------------|-------------------------|--------|---|---------------------------------|---------------------------------|
| Jul '17 07/28/2017 | 05/01/2016 - 04/30/2017 | Good | 17858 | 17642 | 99% |
| Jun '17 06/30/2017 | 04/01/2016 - 03/31/2017 | Good | 17702 | 17470 | 99% |
| May '17 05/26/2017 | 03/01/2016 - 02/28/2017 | Good | 17649 | 17450 | 99% |
| Apr '17 04/28/2017 | 02/01/2016 - 01/31/2017 | Good | 17700 | 17476 | 99% |
| Mar '17 03/31/2017 | 01/01/2016 - 12/31/2016 | Good | 17345 | 17149 | 99% |
| Feb '17 02/24/2017 | 12/01/2015 - 11/30/2016 | Good | 17400 | 17181 | 99% |
| Jan '17 01/27/2017 | 11/01/2015 - 10/31/2016 | Good | 17434 | 17263 | 99% |
| Dec '16 12/30/2016 | 10/01/2015 - 09/30/2016 | Good | 17602 | 17287 | 98% |
| Nov '16 11/25/2016 | 09/01/2015 - 08/31/2016 | Good | 17603 | 17181 | 98% |
| Oct '16 10/28/2016 | 08/01/2015 - 07/31/2016 | Good | 17599 | 17074 | 97% |
| Sep '16 09/23/2016 | 07/01/2015 - 06/30/2016 | Good | 17734 | 17101 | 96% |
| Aug '16 08/26/2016 | 06/01/2015 - 05/31/2016 | Good | 17566 | 16783 | 96% |
| Jul '16 07/22/2016 | 05/01/2015 - 04/30/2016 | Good | 17250 | 16496 | 96% |



Good

Percentage reported within 90 Days is >= 90%



Fair

Percentage reported within 90 Days is 65-89%



Poor

Percentage reported within 90 Days is < 65%

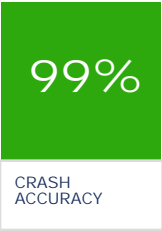


Insufficient Data

State has < 15 records reported in current timeframe AND percentage reported within 90 Days is < 65%

Data Source: MCMIS fatal and non-fatal crash records for 12 months representing interstate, intrastate, and non-motor carriers, and includes large trucks and buses. Note: Since FMCSA's transition to the cloud in November 2016 resulted in a delay for State submissions, FMCSA is not including impacted late records in the State's Crash Timeliness measure. Crashes reported on-time will count toward the timeliness measure.

Measures: Crash Accuracy



99% of your State's evaluated crash records matched with a carrier that is registered with FMCSA. These crashes occurred between 05/01/2016 and 04/30/2017. Your rating is good because your percentage is greater than or equal to 95%.

What To Do Next

Make sure that you understand this measure and your State's rating. Use the following analysis reports to identify and address issues that could be affecting your data quality. Remember, even good ratings often have room for improvement.

- Records Reported by Agency and Badge #
- Non-Matched Records



Why this matters

Accurate carrier information helps FMCSA prioritize carriers for intervention that pose the greatest safety risk. Crash records matched to a carrier that is registered with FMCSA are included on a carrier's safety record and are used by the SMS to assess carrier safety performance.

You can also explore other resources in the Help Center.

Texas: Crash Accuracy

| Monthly Results/ MCMIS Run Date | Event Date Range | Rating | # Interstate & HM Intrastate Crash Records | # UnMatched Records | % UnMatched Records | # Matched Records | % Matched Records |
|------------------------------------|----------------------------|--------|--|------------------------|------------------------|-------------------|-------------------|
| Jul '17 07/28/2017 | 05/01/2016 - 04/30/2017 | Good | 10430 | 76 | 1% | 10354 | 99% |
| Jun '17 06/30/2017 | 04/01/2016 - 03/31/2017 | Good | 10368 | 76 | 1% | 10292 | 99% |
| May '17 05/26/2017 | 03/01/2016 - 02/28/2017 | Good | 10403 | 86 | 1% | 10317 | 99% |
| Apr '17 04/28/2017 | 02/01/2016 - 01/31/2017 | Good | 10454 | 89 | 1% | 10365 | 99% |
| Mar '17 03/31/2017 | 01/01/2016 - 12/31/2016 | Good | 10308 | 85 | 1% | 10223 | 99% |
| Feb '17 02/24/2017 | 12/01/2015 - 11/30/2016 | Good | 10359 | 84 | 1% | 10275 | 99% |
| Jan '17 01/27/2017 | 11/01/2015 - 10/31/2016 | Good | 10384 | 88 | 1% | 10296 | 99% |
| Dec '16 12/30/2016 | 10/01/2015 - 09/30/2016 | Good | 10570 | 87 | 1% | 10483 | 99% |
| Nov '16 11/25/2016 | 09/01/2015 - 08/31/2016 | Good | 10578 | 83 | 1% | 10495 | 99% |
| Oct '16 10/28/2016 | 08/01/2015 - 07/31/2016 | Good | 10513 | 74 | 1% | 10439 | 99% |
| Sep '16 09/23/2016 | 07/01/2015 - 06/30/2016 | Good | 10618 | 72 | 1% | 10546 | 99% |
| Aug '16 08/26/2016 | 06/01/2015 - 05/31/2016 | Good | 10511 | 77 | 1% | 10434 | 99% |
| Jul '16 07/22/2016 | 05/01/2015 - 04/30/2016 | Good | 10421 | 74 | 1% | 10347 | 99% |



Good

Percentage of matched records is >= 95%



Fair

Percentage of matched records is 85-94%



Poor

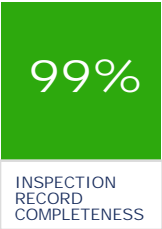
Percentage of matched records is < 85%



Insufficient Data

State has < 15 records reported in current timeframe AND percentage of matched records is < 85%

Measures: Inspection Record Completeness



99% of your State's evaluated inspection records have complete driver and vehicle information. These inspections occurred between 05/01/2016 and 04/30/2017. Your rating is good because your percentage is greater than or equal to 85%.



Why this matters

Complete driver and vehicle information helps FMCSA associate an inspection to the right driver, vehicle, and carrier. Inspections are included on the driver's and carrier's safety records and are used by the SMS to prioritize carriers for interventions that pose the greatest safety risk.

What To Do Next

Make sure that you understand this measure and your State's rating. Use the following analysis reports to identify and address issues that could be affecting your data quality. Remember, even good ratings often have room for improvement.

- Driver Evaluation by Event Month
- Vehicle Evaluation by Event Month
- Driver Records Reported by Inspector ID
- Vehicle Records Reported by Inspector ID

You can also explore other resources in the Help Center.

Texas: Inspection Record Completeness

| Monthly Results/MCMIS Run Date | Event Date Range | Rating | Driver Identification Completeness Evaluation | Vehicle Identification Completeness Evaluation | Inspection Record Completeness |
|--------------------------------|-------------------------|--------|---|--|--------------------------------|
| Jul '17 07/28/2017 | 05/01/2016 - 04/30/2017 | Good | 99% | 99% | 99% |
| Jun '17 06/30/2017 | 04/01/2016 - 03/31/2017 | Good | 99% | 99% | 99% |
| May '17 05/26/2017 | 03/01/2016 - 02/28/2017 | Good | 99% | 99% | 99% |
| Apr '17 04/28/2017 | 02/01/2016 - 01/31/2017 | Good | 99% | 99% | 99% |
| Mar '17 03/31/2017 | 01/01/2016 - 12/31/2016 | Good | 99% | 99% | 99% |
| Feb '17 02/24/2017 | 12/01/2015 - 11/30/2016 | Good | 99% | 99% | 99% |
| Jan '17 01/27/2017 | 11/01/2015 - 10/31/2016 | Good | 99% | 99% | 99% |
| Dec '16 12/30/2016 | 10/01/2015 - 09/30/2016 | Good | 99% | 99% | 99% |
| Nov '16 11/25/2016 | 09/01/2015 - 08/31/2016 | Good | 99% | 99% | 99% |
| Oct '16 10/28/2016 | 08/01/2015 - 07/31/2016 | Good | 99% | 99% | 99% |
| Sep '16 09/23/2016 | 07/01/2015 - 06/30/2016 | Good | 99% | 99% | 99% |
| Aug '16 08/26/2016 | 06/01/2015 - 05/31/2016 | Good | 99% | 99% | 99% |
| Jul '16 07/22/2016 | 05/01/2015 - 04/30/2016 | Good | 99% | 99% | 99% |



Percentage of completed driver and vehicle information is >= 85%

Percentage of completed driver and vehicle information is 70-84%

Percentage of completed driver and vehicle information is < 70%

Data Source: MCMIS inspection records for 12 months representing interstate and intrastate carriers, and includes large trucks and buses.

Measures: Inspection VIN Accuracy



97% of your State's evaluated inspection records have a valid VIN for the first vehicle unit. These inspections occurred between 05/01/2016 and 04/30/2017. Your rating is good because your percentage is greater than or equal to 85%.



Why this matters

Accurate VINs help FMCSA associate inspections to the right vehicle, which can help prioritize carriers or drivers for interventions that pose the greatest safety risk.

What To Do Next

Make sure that you understand this measure and your State's rating. Use the following analysis reports to identify and address issues that could be affecting your data quality. Remember, even good ratings often have room for improvement.

- Evaluation by Event Month
- Records Reported by Inspector ID

You can also explore other resources in the Help Center.

| Texas: Inspection Vin Accuracy | | | | | | | |
|------------------------------------|----------------------------|--------|---|-------------|-----------|-----------|-----------|
| Monthly Results/ MCMIS Run Date | Event Date Range | Rating | # Vehicle Units Evaluated (1st unit only) | Invalid VIN | | Valid VIN | |
| | | | | # Records | % Records | # Records | % Records |
| Jul '17 07/28/2017 | 05/01/2016 - 04/30/2017 | Good | 457974 | 12527 | 3% | 445447 | 97% |
| Jun '17 06/30/2017 | 04/01/2016 - 03/31/2017 | Good | 460537 | 12763 | 3% | 447774 | 97% |
| May '17 05/26/2017 | 03/01/2016 - 02/28/2017 | Good | 455180 | 12714 | 3% | 442466 | 97% |
| Apr '17 04/28/2017 | 02/01/2016 - 01/31/2017 | Good | 453885 | 12732 | 3% | 441153 | 97% |
| Mar '17 03/31/2017 | 01/01/2016 - 12/31/2016 | Good | 452258 | 12835 | 3% | 439423 | 97% |
| Feb '17 02/24/2017 | 12/01/2015 - 11/30/2016 | Good | 454649 | 12949 | 3% | 441700 | 97% |
| Jan '17 01/27/2017 | 11/01/2015 - 10/31/2016 | Good | 453465 | 13138 | 3% | 440327 | 97% |
| Dec '16 12/30/2016 | 10/01/2015 - 09/30/2016 | Good | 456661 | 13244 | 3% | 443417 | 97% |
| Nov '16 11/25/2016 | 09/01/2015 - 08/31/2016 | Good | 456375 | 13301 | 3% | 443074 | 97% |
| Oct '16 10/28/2016 | 08/01/2015 - 07/31/2016 | Good | 455122 | 13320 | 3% | 441802 | 97% |
| Sep '16 09/23/2016 | 07/01/2015 - 06/30/2016 | Good | 455698 | 13523 | 3% | 442175 | 97% |
| Aug '16 08/26/2016 | 06/01/2015 - 05/31/2016 | Good | 452426 | 13679 | 3% | 438747 | 97% |
| Jul '16 07/22/2016 | 05/01/2015 - 04/30/2016 | Good | 445847 | 13824 | 3% | 432023 | 97% |



Data Source: MCMIS inspection records for 12 months representing interstate and intrastate carriers, and includes large trucks and buses.

Measures: Inspection Timeliness

98%

INSPECTION
TIMELINESS

98% of your State's evaluated inspection records were reported within 21 days of the inspection. These inspections occurred between 05/01/2016 and 04/30/2017. Your rating is good because your percentage is greater than or equal to 90%.



Why this matters

Timely inspection reporting helps FMCSA prioritize carriers for interventions that pose the greatest safety risk.

What To Do Next

Make sure that you understand this measure and your State's rating. Use the following analysis reports to identify and address issues that could be affecting your data quality. Remember, even good ratings often have room for improvement.

- Evaluation by Event Month
- Records Reported by County
- Records Reported by Inspection Level
- Records Reported by Facility Type
- Records Reported by Inspector ID

You can also explore other resources in the Help Center.

Texas: Inspection Timeliness

| Monthly Results/MCMIS Run Date | Event Date Range | Rating | # Interstate & Intrastate Inspection Records | # Records Reported w/in 21 days | % Records Reported w/in 21 days |
|--------------------------------|-------------------------|--------|--|---------------------------------|---------------------------------|
| Jul '17 07/28/2017 | 05/01/2016 - 04/30/2017 | Good | 448970 | 442179 | 98% |
| Jun '17 06/30/2017 | 04/01/2016 - 03/31/2017 | Good | 451533 | 444606 | 98% |
| May '17 05/26/2017 | 03/01/2016 - 02/28/2017 | Good | 446176 | 438962 | 98% |
| Apr '17 04/28/2017 | 02/01/2016 - 01/31/2017 | Good | 444881 | 437582 | 98% |
| Mar '17 03/31/2017 | 01/01/2016 - 12/31/2016 | Good | 443253 | 435819 | 98% |
| Feb '17 02/24/2017 | 12/01/2015 - 11/30/2016 | Good | 449262 | 441828 | 98% |
| Jan '17 01/27/2017 | 11/01/2015 - 10/31/2016 | Good | 453377 | 445580 | 98% |
| Dec '16 12/30/2016 | 10/01/2015 - 09/30/2016 | Good | 456661 | 448687 | 98% |
| Nov '16 11/25/2016 | 09/01/2015 - 08/31/2016 | Good | 456375 | 448499 | 98% |
| Oct '16 10/28/2016 | 08/01/2015 - 07/31/2016 | Good | 455122 | 447566 | 98% |
| Sep '16 09/23/2016 | 07/01/2015 - 06/30/2016 | Good | 455698 | 448302 | 98% |
| Aug '16 08/26/2016 | 06/01/2015 - 05/31/2016 | Good | 452426 | 445544 | 98% |
| Jul '16 07/22/2016 | 05/01/2015 - 04/30/2016 | Good | 445847 | 439377 | 99% |



Good

Percentage reported within 21 Days is \geq 90%



Fair

Percentage reported within 21 Days is 65-89%



Poor

Percentage reported within 21 Days is $<$ 65%

Measures: Inspection Accuracy

100%

INSPECTION
ACCURACY

100% of your State's evaluated inspection records matched with a carrier that is registered with FMCSA. These inspections occurred between 05/01/2016 and 04/30/2017. Your rating is good because your percentage is greater than or equal to 95%.



Why this matters

Accurate carrier information helps FMCSA prioritize carriers for intervention that pose the greatest safety risk. Inspection records matched to a carrier that is registered with FMCSA are included on a carrier's safety record and are used by the SMS to assess carrier safety performance.

What To Do Next

Make sure that you understand this measure and your State's rating. Use the following analysis reports to identify and address issues that could be affecting your data quality. Remember, even good ratings often have room for improvement.

- Records Reported by Inspector ID
- Non-Matched Records

You can also explore other resources in the Help Center.

Texas: Inspection Accuracy

| Monthly Results/ MCMIS Run Date | Event Date Range | Rating | # Interstate & HM Intrastate Inspection Records | # UnMatched Records | % UnMatched Records | # Matched Records | % Matched Records |
|------------------------------------|----------------------------|--------|---|------------------------|------------------------|-------------------|-------------------|
| Jul '17 07/28/2017 | 05/01/2016 - 04/30/2017 | Good | 364287 | 996 | 0% | 363291 | 100% |
| Jun '17 06/30/2017 | 04/01/2016 - 03/31/2017 | Good | 367238 | 960 | 0% | 366278 | 100% |
| May '17 05/26/2017 | 03/01/2016 - 02/28/2017 | Good | 364034 | 915 | 0% | 363119 | 100% |
| Apr '17 04/28/2017 | 02/01/2016 - 01/31/2017 | Good | 362884 | 868 | 0% | 362016 | 100% |
| Mar '17 03/31/2017 | 01/01/2016 - 12/31/2016 | Good | 361824 | 827 | 0% | 360997 | 100% |
| Feb '17 02/24/2017 | 12/01/2015 - 11/30/2016 | Good | 362945 | 848 | 0% | 362097 | 100% |
| Jan '17 01/27/2017 | 11/01/2015 - 10/31/2016 | Good | 361808 | 809 | 0% | 360999 | 100% |
| Dec '16 12/30/2016 | 10/01/2015 - 09/30/2016 | Good | 364566 | 763 | 0% | 363803 | 100% |
| Nov '16 11/25/2016 | 09/01/2015 - 08/31/2016 | Good | 364340 | 734 | 0% | 363606 | 100% |
| Oct '16 10/28/2016 | 08/01/2015 - 07/31/2016 | Good | 363089 | 720 | 0% | 362369 | 100% |
| Sep '16 09/23/2016 | 07/01/2015 - 06/30/2016 | Good | 362444 | 728 | 0% | 361716 | 100% |
| Aug '16 08/26/2016 | 06/01/2015 - 05/31/2016 | Good | 359600 | 721 | 0% | 358879 | 100% |
| Jul '16 07/22/2016 | 05/01/2015 - 04/30/2016 | Good | 354394 | 701 | 0% | 353693 | 100% |

Good

Percentage of matched records is >= 95%


Fair

Percentage of matched records is 85-94%

Poor

Percentage of matched records is < 85%

Measures: Crash Consistency Overriding Indicator


101%
No Flag

CRASH
CONSISTENCY
INDICATOR

Your rating is 'no flag', which indicates that the estimated number of non-fatal crash records reported is greater than or equal to 50%. The crashes evaluated occurred between 05/01/2016 and 04/30/2017 and were compared to the previous three year reporting average. Your 101% value indicates that your State is consistently reporting non-fatal crash records.



Why this matters

It is important to ensure that all crash records are reported to FMCSA. Crash records are used by the SMS to assess carrier safety performance and prioritize carriers for interventions that pose the greatest safety risk.

What To Do Next

Make sure that you understand this measure and your State's rating. Remember, even good ratings often have room for improvement.

- Use the NFCC Tool
- Contact your FMCSA Data Quality Specialist for tips on how to improve.

You can also explore other resources in the Help Center.

Texas: Crash Consistency Overriding Indicator

| Monthly Results/ MCMIS Run Date | Event Date Range | Rating | Year 1: Date Range -3 Years | Year 2: Date Range -2 Years | Year 3: Date Range -1 Years | Avg # Records over Previous 3 Years | Total # Records for Date Range | Estimate Reported for Date Range |
|------------------------------------|----------------------------|---------|--------------------------------|--------------------------------|--------------------------------|---|-----------------------------------|--|
| Jul '17 07/28/2017 | 05/01/2016 - 04/30/2017 | No Flag | 17557 | 16674 | 16878 | 17036 | 17235 | 101% |
| Jun '17 06/30/2017 | 04/01/2016 - 03/31/2017 | No Flag | 17493 | 16888 | 16842 | 17074 | 17093 | 100% |
| May '17 05/26/2017 | 03/01/2016 - 02/28/2017 | No Flag | 17540 | 16841 | 16853 | 17078 | 17038 | 100% |
| Apr '17 04/28/2017 | 02/01/2016 - 01/31/2017 | No Flag | 17638 | 16604 | 17019 | 17087 | 17084 | 100% |
| Mar '17 03/31/2017 | 01/01/2016 - 12/31/2016 | No Flag | 17688 | 16682 | 17077 | 17149 | 16751 | 98% |
| Feb '17 02/24/2017 | 12/01/2015 - 11/30/2016 | No Flag | 17631 | 16816 | 16958 | 17135 | 16787 | 98% |
| Jan '17 01/27/2017 | 11/01/2015 - 10/31/2016 | No Flag | 17421 | 16997 | 16981 | 17133 | 16822 | 98% |
| Dec '16 12/30/2016 | 10/01/2015 - 09/30/2016 | No Flag | 17330 | 17049 | 16991 | 17123 | 16989 | 99% |
| Nov '16 11/25/2016 | 09/01/2015 - 08/31/2016 | No Flag | 17225 | 17080 | 16956 | 17087 | 16983 | 99% |
| Oct '16 10/28/2016 | 08/01/2015 - 07/31/2016 | No Flag | 17143 | 17247 | 16738 | 17043 | 17001 | 100% |
| Sep '16 09/23/2016 | 07/01/2015 - 06/30/2016 | No Flag | 16932 | 17442 | 16557 | 16977 | 17117 | 101% |
| Aug '16 08/26/2016 | 06/01/2015 - 05/31/2016 | No Flag | 16912 | 17462 | 16563 | 16979 | 16967 | 100% |
| Jul '16 07/22/2016 | 05/01/2015 - 04/30/2016 | No Flag | 16827 | 17557 | 16663 | 17016 | 16649 | 98% |



No Flag

Estimated Reported is >= 50%



Red Flag

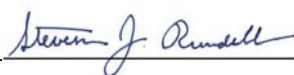
Estimated Reported is < 50%



Insufficient

State has < 15 records reported in current timeframe AND
State has < 15 records reported in previous 3 year average
AND Estimate Reported is <= 50%

PERFORMANCE PROGRESS REPORT SF-PPR

| | | | |
|---|--|--|----------------|
| | | Page 1 | of Pages 16 |
| 1. Federal Agency and Organization Element to Which Report is Submitted FMCSA Texas Division | | 2. Federal Grant or Other Identifying Number Assigned by Federal Agency FM-MCG-0308-16-01-00 | |
| | | 3a. DUNS Number 80-678-2272 | |
| | | 3b. EIN 74-6000130 | |
| 4. Recipient Organization (Name and complete address including zip code) Texas Department of Public Safety 5805 North Lamar Blvd Austin, TX 78773-0500 | | 5. Recipient Identifying Number or Account Number 90026 | |
| 6. Project/Grant Period Start Date: (Month, Day, Year) 10/1/2015 | | 7. Reporting Period End Date (Month, Day, Year) 06/30/2017 | |
| | | 8. Final Report? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| | | 9. Report Frequency <input type="checkbox"/> annual <input type="checkbox"/> semi-annual <input checked="" type="checkbox"/> quarterly <input type="checkbox"/> other (If other, describe: _____) | |
| 10. Performance Narrative (attach performance narrative as instructed by the awarding Federal Agency) Reporting for the FY 2016 MCSAP Grant (FM-MCG-0308-16-01-00) continues here. See attached report. | | | |
| 11. Other Attachments (attach other documents as needed or as instructed by the awarding Federal Agency) | | | |
| 12. Certification: I certify to the best of my knowledge and belief that this report is correct and complete for performance of activities for the purposes set forth in the award documents. | | | |
| 12a. Typed or Printed Name and Title of Authorized Certifying Official Steven J. Rundell, Captain | | 12c. Telephone (area code, number and extension) 512-424-2728 | |
| | | 12d. Email Address steven.rundell@dps.texas.gov | |
| 12b. Signature of Authorized Certifying Official  | | 12e. Date Report Submitted (Month, Day, Year) 7/31/17 | |
| | | 13. Agency use only | |

FMCSA PERFORMANCE PROGRESS REPORT

1

FMCSA SF-PPR

Cover Page

Federal Motor Carriers Safety Administration
U.S. Department of Transportation

INSTRUCTIONS

Schedule

Submit the original progress report to the Grant Manager's Office (usually this is the State's FMCSA Division Office). Reports are due 30 days after the end of the four quarter of the fiscal year, unless otherwise noted in the award document.

A FINAL PERFORMANCE REPORT (PPR) IS DUE 90 DAYS AFTER THE PROJECT PERIOD END DATE.

| Item | Data Elements | Instructions |
|------|--|---|
| 1. | Awarding Federal agency and Organizational Element to Which Report is Submitted | Enter the name of the awarding Federal agency and organization element identified in the award document or otherwise instructed by the agency. The organizational element is a sub-agency within an awarding Federal agency. <i>Usually this will be the State FMCSA Division Office.</i> |
| 2. | Federal Grant or Other Identifying Number Assigned by the awarding Federal agency | Enter the grant/award/PO number contained in the award document. |
| 3a. | DUNS number | Enter the recipient organization's Data Universal Numbering System (DUNS) number or Central Contract Registry extended DUNS number. |
| 3b. | EIN | Enter the recipients organization's Employer Identification Number (EIN) provided by the Internal Revenue Service. |
| 4. | Recipient Organization | Enter the name of the Recipient organization and address, including zip code. |
| 5. | Recipient Account Number or Account | Enter the account number of any other identifying number assigned by the recipient to the award. This is strictly for the recipient's use only and is not required by the awarding Federal agency. |
| 6. | Project/Grant Period | Indicate the project/grant period established in the award document during which Federal sponsorship begins and ends. |
| 7. | Reporting Period End Date | Enter the ending date of the reporting period. For quarterly PPRs, the following calendar reporting period end dates shall be used: 3/31; 6/30; 9/30; and or 12/31. For final PPRs, the reporting period end date shall be the end date of the project/grant period. The frequency of required reporting is usually established in the award document. <i>In most cases, the frequency of reporting is quarterly.</i> |
| 8. | Final Report | Mark appropriate box. Check "yes" only if this is the final report for the project/grant period specified in Box 6. |
| 9. | Report or Frequency | Select the appropriate term corresponding to the requirements contained in the award document. "Other" may be used when more frequent reporting is required for high-risk grantees, as specified in OMB Circular A-110. <i>Usually the frequency of reporting is required quarterly.</i> |
| 10. | Performance Narrative | Attach a performance narrative as instructed by the awarding FMCSA Grant Program Manager (as summarized on the following page). |
| 11. | Other Attachments | Attach other documents as needed or as instructed by the awarding Federal agency. |

MCSAP FORMULA PERFORMANCE PROGRESS REPORT
MCSAP-FRM SF-PPR Program Monitoring Report - Attachment

Federal Motor Carriers Safety Administration
U.S. Department of Transportation

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| | | | |
|---|---|-------------|---|
| 1. Federal Agency and Organization Element to Which Report is Submitted | 2. Federal Grant or Other Identifying Number Assigned by Federal Agency | 3a. DUNS | 4. Reporting Period End Date (Month, Day, Year) |
| FMCSA – Texas Division | FM-MCG-0308-16-01-00 | 80-678-2272 | 06/30/2017 |
| | | 3b. EIN | |
| | | 74-6000130 | |

Texas

Performance Monitoring Report

Motor Carrier Safety Assistance Program (MCSAP)

FORMULA GRANT PROGRAMS

MCSAP FORMULA PERFORMANCE PROGRESS REPORT
MCSAP-FRM SF-PPR Program Monitoring Report - Attachment

Federal Motor Carriers Safety Administration
U.S. Department of Transportation

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| • Enforcement of Federal OOS Orders | 6 |
| • CMV Safety Improvement Task Force Operations | 7 |

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STATE-SPECIFIC CMV SAFETY PROGRAM OBJECTIVES

CMV CRASH REDUCTION OBJECTIVE (CVSP 3.1)

Crash Reduction Goal:

To reduce commercial motor vehicle fatality crashes by one percent each fiscal year during the 4 year period from 2014 – 2017. The goal each year of the coming FY 2014-2017 period will be based on each previous year. In FY 2014 the goal was set at 543 fatality crashes following the 548 that occurred in FY 2013. The FY 2017 goal will be based on a one percent reduction of the 613 fatality crashes taking place in FY 2016 and so be 607.

Performance Measurement 1

The Department will measure program/activity by reviewing commercial vehicle fatality crashes, fatalities, injury crashes, injuries, and total crashes.

Progress:

Q1. In the 1st quarter of FY 2017 there were 150 fatal crashes which resulted in 182 deaths, 2,790 injury crashes with 4,559 injuries and 9,437 non-injury crashes.

Q2. In the 2nd quarter of FY 2017 there were 142 fatal crashes which resulted in 177 deaths, 2,639 injury crashes with 4,315 injuries and 9,528 non-injury crashes.

Q3. In the 3rd quarter of FY 2017 there were 123 fatal crashes which resulted in 145 deaths, 2,603 injury crashes with 4,232 injuries and 8,547 non-injury crashes.

The chart below shows the cumulative totals for each respective quarter for FY 2017.

| | Fatal Crashes | Deaths | Injury Crashes | Injuries | Non-Injury Crashes | Total Crashes |
|------------------------|---------------|--------|----------------|----------|--------------------|---------------|
| Q1 | 150 | 182 | 2,790 | 4,559 | 9,437 | 12,377 |
| Q2 | 142 | 177 | 2,639 | 4,315 | 9,527 | 12,308 |
| Q3 | 123 | 145 | 2,603 | 4,232 | 8,547 | 11,273 |
| Q4 | | | | | | |
| Cumulative | 415 | 504 | 8,032 | 13,106 | 27,510 | 35,957 |
| Prior Year 2016 | 613 | 712 | 11,725 | 19,059 | 39,123 | 51,461 |

Data utilized in this performance measure is derived from the Texas Department of Public safety database. All quarters have been updated to reflect the most current statistical data available.

Performance Measurement 2

The Department will measure and review all levels of inspection activity. This will include inspections with traffic violation and without. *Progress detailed below.*

Performance Measurement 3

The Department will measure the number of serious traffic violations detected issued to CMV and non-CMV during routine patrol and while conducting task force operations in high crash corridor locations with a focus on speeding, safety belt, and radar detector citations and warnings issued. *Progress detailed below.*

Performance Measurement 4

The Department will measure and review the numbers of carrier cargo, passenger, and HM interventions conducted for off-site reviews as well as focused and comprehensive on-site reviews. *Progress detailed below.*

Performance Measurement 5

The Department will measure the number of public contacts as well as the issuance of educational materials. *Progress detailed below.*

Performance Measurement 6

The Department will continually monitor all crash and inspection data for timeliness and accuracy. *Progress detailed below.*

Data utilized in this performance measure is derived from the Texas Department of Public safety database. All quarters have been updated to reflect the most current statistical data available.

DATA QUALITY OBJECTIVE (CVSP 3.2)

Data Quality Goal:

The Department will maintain or improve its “good” SSDQ rating in all crash and inspection categories, including timeliness, accuracy, and completeness.

Performance Measurement 1

The Department will maintain or improve its “good” SSDQ rating in all crash and inspection categories, including timeliness, accuracy, and completeness. The timeliness and accuracy of crash record, inspection, and traffic enforcement data from the State of Texas to the Motor Carrier Management Information System (MCMIS) continues to progress positively. The Motor Carrier Bureau, in partnership with FMCSA Technical Support, continues to work to ensure we maintain the highest possible data quality standards. In addition, the Department maintains procedures for data entry personnel to research carrier information to ensure crashes are correctly designated. Monthly reviews of our State Safety Data Quality (SSDQ) statistics, as well as strict procedural requirements, have helped us maintain “good” crash and inspection data quality ratings. The Department will continue to closely monitor all SSDQ categories to maintain the “good” rating in all currently “good” categories and make every effort to improve any deficient category to a “good” status.

Progress:

Q1. Texas is currently green overall on the SSDQ monitoring reports under the current standards and is on target to meet our goals.

Q2. Texas is currently green overall on the SSDQ monitoring reports under the current standards and is on target to meet our goals.

Q3. Texas is currently green overall on the SSDQ monitoring reports under the current standards and is on target to meet our goals.

Performance Measurement 2

The Department is an active participant in the Data Q system and refers to the FMCSA's best practices user manual as necessary. It has been found that with the implementation of the Compliance – Safety – Accountability program, motor carriers are more likely to challenge roadside inspection and crash reports. In FY 2013 we saw an 11 percent increase in data inquiry challenges over FY 2012. Texas has already allocated and trained additional personnel to assist with the state's data inquiry program.

The Department continues to monitor inspection Data Inquiries in a timely fashion and will respond to them within the FMCSA 10 day guideline.

PASSENGER TRANSPORTATION SAFETY (CVSP 3.3)

Crash Reduction Goal:

Reduce passenger commercial motor vehicle fatality crashes by 5% per fiscal year during the 4 year period from 2014 – 2017 based on each previous year. In FY 2014 the goal was set at 22 fatality crashes following the 23 that occurred in FY 2013. The FY 2017 goal will be based on a five percent reduction of the 29 FY 2016 fatality crashes and so be 28.

Program Strategy 1: The Department will increase the number of passenger vehicle inspections conducted in Texas by conducting 4,000 passenger vehicle inspections each year starting in FY 2014 and ending in FY 2017. The Department will place particular attention on conditionally rated passenger vehicle carriers and passenger vehicle carriers with safety ratings over 5 years old. Additionally, the Department will make safety audits and compliance reviews of passenger carriers a priority. The Department will continue to train CVE troopers in passenger vehicle inspections. Lastly, we will seek industry support through educational contacts.

Progress:

Q1-4. The chart below shows the cumulative motor coach crash totals for each respective quarter of FY 2017:

| | Fatal Crashes | Deaths | Injury Crashes | Injuries | Non-Injury Crashes | Total Crashes | Inspections Conducted |
|-----------------|---------------|--------|----------------|----------|--------------------|---------------|-----------------------|
| Q1 | 11 | 14 | 267 | 726 | 1,029 | 1,307 | 937 |
| Q2 | 13 | 29 | 290 | 720 | 1,024 | 1,327 | 689 |
| Q3 | 12 | 15 | 232 | 608 | 825 | 1,069 | 815 |
| Q4 | | | | | | | |
| Cumulative | 35 | 55 | 788 | 2,050 | 2,864 | 3,687 | 2441 |
| Prior Year 2016 | 29 | 44 | 1,032 | 2,723 | 3,784 | 4,845 | 3037 |

A total of 2,441 passenger vehicle inspections have been completed in FY 2017 and so has DPS short of the FY 2017 estimated goal of 4,000 inspections. We will continue to monitor and assess the situation.

Data utilized in this performance measure is derived from the Texas Department of Public safety database. All quarters have been updated to reflect the most current statistical data available.

ENFORCEMENT OF FEDERAL OOS ORDERS DURING ROADSIDE ACTIVITIES (3.4)

Texas will increase the number of carriers placed out of service when appropriate to 85 percent in FY 2017.

Progress:

Q1. A total of 17 carriers were stopped that were subject to an OOS order and 11 were identified and placed OOS during this quarter.

Q2. A total of 12 carriers were stopped that were subject to an OOS order and 6 were identified and placed OOS during this quarter. (January only)

Q2. Information for this quarter not yet provided by FMCSA.

A total of 29 carriers have been stopped that were subject to an OOS order and 17 have been identified and placed OOS. This provides for 58 percent catch rate. While this fails to meet the established FY 2017 goal of 85 percent, it is an improvement over the 55% of the FY 2016 period and suggests that continued training of inspectors has led to progress.

The Department continues to evaluate the number of carriers stopped for inspection each month based on statistics provided by our federal partners. We evaluate those that

are subject to a federal OOS order and confirm that appropriate enforcement action was taken.

Data utilized in this performance measure is derived from reports forwarded by FMCSA. All quarters have been updated to reflect the most current statistical data available.

CMV SAFETY IMPROVEMENT STATE IDENTIFIED (3.6)

Performance Objective 1 –Energy Sector

To lower the overall number fatality crashes within the Eagle Ford Shale Region by 5% per year over the period of FY 2014 to FY 2017. The goal each year of the coming FY 2014-2017 period will be based on each previous year. In FY 2015 the goal was set at 37 fatality crashes following the 39 that occurred in FY 2014. The FY 2017 goal will be based on a five percent reduction of the 22 FY 2016 fatality crashes and so be 21.

Program Strategy 1: Taskforce operations will be conducted on oil & gas industry and other carriers in the South Texas energy sector counties to provide additional enforcement activity to address the tremendously high out of service rates in that vicinity. Five taskforce operations will be conducted quarterly within the affected regions (Laredo, Weslaco and the Waco Districts) in the energy sector. These will provide additional enforcement activity to address the sharp increase in CMV crash statistics within the related counties. These will typically be conducted by 10 personnel for 3 consecutive days during each operation. These operations will provide a strong educational opportunity for drivers and motor carriers of the oil and gas industry by emphasizing the importance of maintaining safe equipment and using safe driving practices through enforcement activity.

Progress:

The challenge of the Eagle Ford Shale Operation as well as other energy sector operations has led to the need for greater than anticipated task force requirements. Texas Regions currently operate the area every month. Commercial crash activity over the previous years is detailed below and demonstrates the urgency of the situation.

Performance Measurement 1

The Department will track inspection activity and related OOS rates within the Eagle Ford Shale during the periods of the task force operations.

| Eagle Ford Shale Inspection OOS Activity | | | | | | | |
|--|-------------|------|--------|------|--------|------|--------|
| Fiscal Year | Inspections | VOOS | VOOS % | DOOS | DOOS % | OOS | OOS % |
| FFY 2016 | 10926 | 2856 | 26.14% | 534 | 4.89% | 3116 | 28.52% |
| FFY 2017 Q-1 | 2221 | 589 | 26.52% | 89 | 4.01% | 630 | 28.37% |
| FFY 2017 Q-2 | 2867 | 721 | 25.15% | 131 | 4.57% | 793 | 27.66% |
| FFY 2017 Q-3 | 2671 | 809 | 30.29% | 134 | 5.02% | 869 | 32.53% |
| FFY Total Quarters(QTD) | 7759 | 2119 | 27.31% | 354 | 4.56% | 2292 | 29.54% |

Performance Measurement 2

The Department will track traffic enforcement activity (Moving Violations) within the Eagle Ford Shale region during the periods of the task force operations for CMV traffic and Non-CMV traffic violators.

| CMV Traffic Enforcement in Eagle Ford Shale Region | | | | | | | | | | | | |
|--|-----------------|----------|------------------------|-------------|--------|------------------|---------|--------|------------------|-----------|---------------|------------------|
| Fiscal Year | 392 2W | 392 2S | 392 2C | 392 2LC | 392 2Y | 392 2FC | 392 2P | 392 2T | 392 2R | 392 16 | 392 80A/82A1 | Total Violations |
| | Size and Weight | Speeding | Traffic Control Device | Lane Change | Yield | Follow too Close | Passing | Turn | Reckless Driving | Seat Belt | Mobile Device | |
| FY 2016 | 681 | 136 | 25 | 1 | 5 | 0 | 0 | 0 | 0 | 39 | 14 | 901 |
| FY 2017 Q-1 | 153 | 22 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 194 |
| FY 2017 Q-2 | 185 | 18 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 3 | 226 |
| FY 2017 Q-3 | 221 | 32 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 8 | 5 | 281 |
| FY 2017 Total | 559 | 72 | 36 | 2 | 2 | 1 | 0 | 0 | 0 | 17 | 12 | 701 |

| Non CMV Non Traffic in Eagle Ford Shale Region | | | | | | | | | | | | |
|--|-----------------|----------|------------------------|-------------|--------|------------------|---------|--------|------------------|-----------|---------------|------------------|
| Fiscal Year | 392 2W | 392 2S | 392 2C | 392 2LC | 392 2Y | 392 2FC | 392 2P | 392 2T | 392 2R | 392 16 | 392 80A/82A1 | Total Violations |
| | Size and Weight | Speeding | Traffic Control Device | Lane Change | Yield | Follow too Close | Passing | Turn | Reckless Driving | Seat Belt | Mobile Device | |
| FY 2016 | 1 | 46109 | 1487 | 662 | 360 | 563 | 387 | 203 | 14 | 1147 | 0 | 50933 |
| FY 2017 Q-1Oct | 0 | 8443 | 398 | 161 | 77 | 114 | 76 | 58 | 0 | 188 | 0 | 9515 |
| FY 2017 Q-2Jan | 0 | 10363 | 439 | 188 | 88 | 159 | 86 | 59 | 4 | 238 | 0 | 11624 |
| FY 2017 Q-3Apr | 0 | 11768 | 388 | 219 | 93 | 229 | 133 | 76 | 4 | 308 | 0 | 13218 |
| FY 2017 Total | 0 | 30574 | 1225 | 568 | 258 | 502 | 295 | 193 | 8 | 734 | 0 | 34357 |

Performance Measurement 3

The Department will track the overall number of crashes and fatality crashes in the related Eagle Ford Shale counties.

CRASH:

| Eagle Ford - Crash Stats | | | | | | | | |
|--------------------------|------|------|-------|-------|-------|-------|------|------|
| County_Year | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
| Atascosa | 51 | 70 | 142 | 128 | 206 | 186 | 132 | 91 |
| Bee | 15 | 26 | 38 | 51 | 45 | 40 | 32 | 24 |
| Dewitt | 23 | 52 | 84 | 81 | 102 | 102 | 67 | 34 |
| Dimmit | 8 | 60 | 111 | 116 | 71 | 69 | 45 | 37 |
| Duval | 15 | 15 | 20 | 31 | 29 | 27 | 13 | 8 |
| Frio | 15 | 33 | 76 | 67 | 79 | 74 | 49 | 38 |
| Jim Wells | 27 | 47 | 80 | 77 | 109 | 123 | 95 | 73 |
| Karnes | 23 | 66 | 138 | 153 | 187 | 162 | 99 | 52 |
| La Salle | 22 | 54 | 146 | 134 | 99 | 84 | 43 | 39 |
| Live Oak | 30 | 57 | 107 | 150 | 160 | 127 | 87 | 71 |
| McMullen | 16 | 33 | 82 | 67 | 88 | 99 | 67 | 51 |
| Wilson | 21 | 35 | 66 | 76 | 115 | 114 | 72 | 66 |
| Totals | 266 | 548 | 1,090 | 1,131 | 1,290 | 1,207 | 801 | 584 |

Fatality Crash:

| Eagle Ford - FatalCrash Stats | | | | | | | | |
|--------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| County_Year | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
| Atascosa | 1 | 3 | 5 | 5 | 3 | 5 | 0 | 2 |
| Bee | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 |
| Dewitt | 0 | 1 | 2 | 4 | 5 | 2 | 0 | 1 |
| Dimmit | 0 | 1 | 3 | 5 | 4 | 4 | 1 | 1 |
| Duval | 1 | 1 | 0 | 2 | 2 | 1 | 1 | 1 |
| Frio | 0 | 0 | 4 | 1 | 2 | 0 | 1 | 1 |
| Jim Wells | 0 | 0 | 3 | 1 | 2 | 5 | 1 | 1 |
| Karnes | 0 | 0 | 5 | 4 | 1 | 5 | 8 | 2 |
| La Salle | 2 | 0 | 7 | 5 | 7 | 5 | 1 | 3 |
| Live Oak | 0 | 1 | 2 | 4 | 7 | 3 | 6 | 1 |
| McMullen | 0 | 0 | 6 | 1 | 3 | 3 | 3 | 4 |
| Wilson | 0 | 1 | 4 | 1 | 1 | 3 | 0 | 1 |
| Totals | 4 | 9 | 42 | 33 | 40 | 36 | 22 | 18 |

Performance Objective 2 –Interstate Highway 35

To lower the overall number of fatality crashes along the Interstate Highway 35 crash corridor by 5% per year over the period of FY 2014 to FY 2017. The goal each year of the coming FY 2014-2017 period will be based on each previous year. In FY 2016 the goal was set at 34 fatality crashes following the 36 that occurred in FY 2015. The FY 2017 goal was based on a five percent reduction of the 22 FY 2016 fatality crashes and so be 20.

Program Activity 2

The Department will conduct special task force operations focused on Interstate Highway-35 crash corridor which has been identified as having Texas highest crash and fatality crash numbers. Twelve (12) taskforce operations are to be conducted in the vicinity of the IH-35 Crash Corridor. Task force operations will be conducted once per quarter for each of three regions located along the corridor. Operations will consist of at least twenty (20) personnel working for two consecutive days.

Performance Measurement 1

The Department will track inspection activity and related OOS rates within the IH-35 region during the periods of the task force operations.

| I35 OOS Stats | | | | | |
|-----------------------|-------------|------|-------|------|--------|
| Dates | Inspections | Doos | Doos% | Voos | Voos% |
| FY 2012 | 20661 | 1639 | 7.93% | 5860 | 28.36% |
| FY 2013 | 20302 | 1498 | 7.38% | 5501 | 27.10% |
| FY 2014 | 19007 | 1357 | 7.14% | 6115 | 32.17% |
| FY 2015 | 16568 | 1217 | 7.35% | 6338 | 38.25% |
| FY 2016 | 20155 | 1245 | 6.18% | 6707 | 33.28% |
| FY 2017 Q1 Task Force | 695 | 34 | 4.89% | 206 | 29.64% |
| FY 2017 Q1 | 4693 | 275 | 5.86% | 1604 | 34.18% |
| FY 2017 Q2 Task Force | 726 | 29 | 3.99% | 261 | 35.95% |
| FY 2017 Q2 | 5241 | 265 | 5.06% | 1755 | 33.49% |
| FY 2017 Q3 Task Force | 853 | 24 | 2.81% | 332 | 38.92% |
| FY 2017 Q3 | 5032 | 323 | 6.42% | 1807 | 35.91% |
| Total | 14966 | 863 | 5.77% | 5166 | 34.52% |

Performance Measurement 2

The Department will track traffic enforcement activity (Moving Violations) within the IH-35 region during the periods of the task force operations.

| CMV Inspection Traffic Enforcement - I35 | | | | | | | | | | | |
|--|-----------------|----------|------------------------|-------------|--------|------------------|---------|--------|------------------|-----------|---------------|
| Fiscal Year | 392_2W | 392_2S | 392_2C | 392_2LC | 392_2Y | 392_2FC | 392_2P | 392_2T | 392_2R | 392_16 | 392_80A/82A1 |
| | Size and Weight | Speeding | Traffic Control Device | Lane Change | Yield | Follow too Close | Passing | Turn | Reckless Driving | Seat Belt | Mobile Device |
| FY 2016 | 1316 | 28 | 149 | 3 | 0 | 4 | 2 | 5 | 0 | 79 | 29 |
| FY 2017 Q1 Task Force | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| FY 2017 Q1 | 457 | 2 | 25 | 1 | 1 | 0 | 0 | 1 | 0 | 23 | 9 |
| FY 2017 Q2 Task Force | 18 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| FY 2017 Q2 | 455 | 6 | 44 | 0 | 0 | 1 | 1 | 0 | 0 | 10 | 10 |
| FY 2017 Q3 Task Force | 47 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FY 2017 Q3 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| All Quarters | 930 | 8 | 70 | 1 | 1 | 1 | 1 | 1 | 0 | 33 | 20 |

Performance Measurement 3

The Department will track the overall number of crashes and fatality crashes in the related IH-35 region.

| I35 Crash Stats | | |
|-----------------|---------------|---------------|
| Fiscal Year | TOTAL CRASHES | FATAL CRASHES |
| FY 2015 | 3794 | 43 |
| FY 2016 | 4047 | 33 |
| FY 2017 Q1 | 947 | 9 |
| FY 2017 Q2 | 1005 | 11 |
| FY 2017 Q3 | 924 | 7 |
| TOTAL | 2876 | 27 |

Data utilized in this performance measure is derived from the Texas Department of Public safety database. All quarters have been updated to reflect the most current statistical data available.

NATIONAL PROGRAM ELEMENTS

I. DRIVER/VEHICLE INSPECTION PROGRAM (4.1)

Objective: The Department will perform roadside inspections and obtain verification of CDL status on each driver inspected during FY 2017. These North American Standard Inspections will consist of all levels of inspections but place emphasis on Level I & III inspections. Increased focus on driver behaviors and actions will continue to be a Department priority.

| Level | Previous Year | Q1 | Q2 | Q3 | Q4 | Total Inspections |
|-------|---------------|--------|---------|----|----|-------------------|
| 1 | 137,382 | 31,106 | 41,350 | | | 72,456 |
| 2 | 223,519 | 53,787 | 55,709 | | | 109,496 |
| 3 | 28,325 | 6,112 | 5,934 | | | 12,046 |
| 4 | 54 | 38 | 63 | | | 101 |
| 5 | 1,726 | 492 | 316 | | | 808 |
| Total | 391,006 | 91,535 | 103,372 | | | 194,907 |

II. Roadside and Fixed Facility Inspection Program (4.2):

The Department will conduct inspections on high crash corridor highways, those with high crash rates. In addition, CVE personnel will perform inspections within the Texas DPS Regions contiguous to the United States-Mexico border. The Department has deployed a roadside inspection report application that automatically runs a computer check on a driver once the information is entered into the software application. This capability helps ensure our personnel conduct CDL verification inquiries on all of the drivers they inspect. This automation has proved to be a valuable asset to the CVE service by identifying drivers and vehicles in violation of federal out of service orders. As a matter of policy the Department confirms operating authority during all inspections. In addition, the Department has purchased hazardous material enforcement software to enhance inspections of motor carriers transporting hazardous material.

Progress:

Q1. A total of 91,541 inspections and 6,112 level 3 inspections have been performed during the quarter.

Q2. A total of 104,201 inspections and 5,970 level 3 inspections have been performed during the quarter.

Q3. A total of 102,105 inspections and 7,308 level 3 inspections have been performed during the quarter.

The total number of inspections performed in FY 2017 to date has been 297,857 which provides for a total that is projected to exceed the FY 2017 goal of 368,056 inspections.

Data utilized in this performance measure is derived from the Texas Department of Public safety database. All quarters have been updated to reflect the most current statistical data available.

III. Traffic Enforcement (4.3)

A. TRAFFIC ENFORCEMENT *WITH* INSPECTION

Objective: Aggressive traffic enforcement activities within the last year have been a valuable and productive tool in decreasing overall Texas CMV fatal crashes and deaths. The Department will continue to dedicate personnel and other resources towards traffic enforcement activities to curtail negative CMV driver behavior. These activities are expected to improve the safety consciousness and alertness of CMV drivers which will ultimately reduce commercial vehicle related crashes.

Program Strategy 1: During FY 2014 through FY 2017 period, the Department will rededicate itself to the completion of traffic enforcement inspections. The goal for FY 2016 will be to conduct 15,000 traffic enforcement inspections and this will be continually evaluated throughout the period and at the end to establish a realistic projection through FY 2017.

Progress:

Q1. There were 1,925 TE inspections performed in the quarter.

Q2. There were 2,469 TE inspections performed in the quarter.

Q3. There were 2,452 TE inspections performed in the quarter.

The cumulative total of 6,986 TE inspections has been completed to date. We will continue to monitor and assess the situation as we consider new strategies for the period.

All quarters have been updated to reflect the most current statistical data available.

B. ALL TRAFFIC ENFORCEMENT

Objective: The Department will conduct an aggressive traffic enforcement program on commercial and non-commercial vehicles targeting high crash corridor highways to reduce commercial vehicle crashes in accordance with National crash reduction goals. The Department's efforts towards these aggressive enforcement tactics should curb the number of fatal and total CMV crashes statewide.

CVE troopers will target non-commercial vehicles and commercial vehicles that are engaging in aggressive driving tactics while commingling. Speeding, safety belt usage,

following too closely, improper lane changes, improper merges, sign/signal violations, and alcohol/drug use is the highest enforcement priorities.

Progress:

Q1. As a result of our traffic enforcement efforts there were a combined total of 614,810 citations and warnings issued to non-commercial vehicles for traffic violations.

Q2. As a result of our traffic enforcement efforts there were a combined total of 678,201 citations and warnings issued to non-commercial vehicles for traffic violations.

Q3. As a result of our traffic enforcement efforts there were a combined total of 758,771 citations and warnings issued to non-commercial vehicles for traffic violations.

Enforcement on non-commercial vehicles statistical information is combined for both the Commercial Vehicle Enforcement and Highway Patrol troopers. As a result of our traffic enforcement efforts a total of 2,051,782 citations and warnings have been issued to non-commercial vehicles for traffic violations described below during FY 2017 to date. All quarters have been updated to reflect the most current statistical data available.

The data in the table below shows the enforcement totals for some of the violations that are commonly associated with crash and injury factors for each respective quarter.

Progress:

Q1-4. Commercial Vehicle Enforcement and Highway Patrol Service personnel initiated the following commercial vehicle traffic enforcement actions.

| Violation Code | 392.2S | 392.2C | 392.2LC | 392.2Y | 392.2FC | 392.2P | 492.2T | 392.2R | 392.16R | 392_80A/82A1 |
|-------------------|----------|----------------------------------|-------------|----------------------------|-----------------------|---------|-------------------|------------------|-------------|---------------|
| Violation | Speeding | Disregard Traffic Control Device | Lane Change | Fail to Yield Right of Way | Following Too closely | Passing | Turning Movements | Reckless Driving | Safety Belt | Mobile Device |
| Q1 | 9,224 | 1,438 | 723 | 109 | 42 | 37 | 25 | 19 | 0 | 179 |
| Q2 | 11,275 | 1,273 | 918 | 111 | 53 | 34 | 22 | 31 | 0 | 206 |
| Q3 | 13,321 | 1,158 | 1,018 | 122 | 44 | 24 | 29 | 20 | 0 | 170 |
| Q4 | | | | | | | | | | |
| Cumulative | 3,869 | 2,659 | 342 | 139 | 95 | 76 | 70 | 0 | 877 | 555 |

Q1-4. Commercial Vehicle Enforcement and Highway Patrol Service personnel initiated the non-CMV non-inspection traffic enforcement actions.

| Violation Code | 392.2S | 392.2C | 392.2LC | 392.2Y | 392.2FC | 392.2P | 492.2T | 392.2R | 392.16R | 392_80A/82A1 |
|-------------------|----------|----------------------------------|-------------|----------------------------|-----------------------|---------|-------------------|------------------|-------------|---------------|
| Violation | Speeding | Disregard Traffic Control Device | Lane Change | Fail to Yield Right of Way | Following Too closely | Passing | Turning Movements | Reckless Driving | Safety Belt | Mobile Device |
| Q1 | 249,466 | 11,895 | 6,977 | 3,082 | 5,292 | 2,968 | 1,584 | 132 | 6,618 | 2 |
| Q2 | 264,305 | 13,535 | 8,063 | 2,904 | 5,602 | 3,009 | 1,712 | 102 | 8,061 | 3 |
| Q3 | 295,382 | 14,937 | 8,410 | 3,396 | 6,462 | 3,457 | 2,155 | 133 | 10,226 | 0 |
| Q4 | | | | | | | | | | |
| Cumulative | 809,153 | 40,367 | 23,450 | 9,382 | 17,356 | 9,434 | 5,451 | 367 | 24,905 | 5 |

C. NON-INSPECTION TRAFFIC ENFORCEMENT DATA

No non-inspection traffic enforcement data of CMVs has been included as part of this report as Texas meets the exemptions described in the July 7, 2014 guidance specifically as follows:

Q7: My State has a 100% inspection policy. That is, if my MCSAP-funded personnel stop a CMV, our policy requires that he or she must conduct an inspection and upload the report. Must we still report this information?

A7: No, as long as the inspection includes a violation from the list in section 2.2.3 of the MCSAP Comprehensive Policy (list provided below is as of July 1, 2014). You must only report the total number of traffic enforcement contacts and citations that are not associated with an uploaded driver/vehicle inspection report indicating traffic enforcement activity. Therefore, if you have a 100% inspection policy for CMV contacts, you need only report non-CMV traffic enforcement activities associated with your MCSAP-related traffic enforcement activities.

Q8: Neither my MCSAP grant funds nor my State match are used to directly support any Traffic Enforcement activities; must my State still report on non-inspection traffic enforcement?

A8: Not at this time. Currently, we are focusing on collecting data on non-inspection traffic enforcement activities that are directly funded by grant funds or as part of your State match. If you have the capacity to include this non-funded data in your quarterly reports, we will gladly accept it and it will contribute greatly to the goals of this initiative.

Texas has a 100% inspection policy and no MCSAP Grant funds are used directly to support traffic enforcement activities.

IV. CARRIER INTERVENTIONS (4.4):

Objective:

The Department will continue to assist the FMCSA in conducting interstate compliance reviews and will continue to conduct intrastate compliance reviews during FY 2014. The Department will evaluate statistical data and provide supervisory oversight to ensure compliance reviews are thorough, comprehensive, and performed in a timely manner to achieve a FY 2016 goal of 1,288 compliance reviews.

Progress:

All quarters have been updated to reflect the most current statistical data available.

Q1. There were 412 Compliance Reviews performed during the quarter.

Q2. There were 429 Compliance Reviews performed during the quarter.

Q3. There were 399 Compliance Reviews performed during the quarter.

The total number of compliance reviews completed for FY 2017 has been 1,240 which is in keeping with our goal of 1,310 by the end of the year.

V. PUBLIC EDUCATION AND AWARENESS (4.5)

Performance Objective: The Department will distribute the publications “A Texas Motor Carrier’s Guide to Highway Safety” relating to general motor carrier requirements and “Texas Guide to Farm Vehicle Compliance” relating to commercial vehicle safety requirements for farm industry transportation. In addition, other guides relating to driver and vehicle requirements for commercial transportation in Texas will be distributed along with literature concerning Compliance – Safety – Accountability (CSA) program.

Program Activity 1: The Department will provide safety awareness information to the motor carrier industry when requested and has made various DPS publications available through the Department’s website at <http://www.txdps.state.tx.us/cve/publications.htm>. The Department will make every effort to gain motor carrier industry support in accomplishing safety awareness goals and objectives.

Program Activity 2: Department troopers and investigators will make direct public contacts with motor carrier representatives to educate them in all matters related to the federal motor carrier safety regulations and Texas commercial motor vehicle state laws and exemptions.

Performance Measurement 1:

The Department will distribute approximately 3,200 “A Texas Motor Carrier’s Guide to Highway Safety” publications at the conclusion of all compliance reviews and safety audits. In addition, each district CVE captain will submit a minimum of 1 Public Awareness Contact report for each month (8 captains x 12 months = 96) of FY 2014, 2015, 2016, and 2017.

Monitoring & Evaluation 1:

The Department will monitor and evaluate the number of public contacts as well as the distribution of public awareness documentation and report the results quarterly to FMCSA.

Q1. We have provided 1,068 copies of “A Texas Motor Carrier’s Guide to Highway Safety” publications at the conclusion of compliance reviews and safety audits.

Q2. We have provided 1,268 copies of “A Texas Motor Carrier’s Guide to Highway Safety” publications at the conclusion of compliance reviews and safety audits.

Q3. We have provided 1,369 copies of “A Texas Motor Carrier’s Guide to Highway Safety” publications at the conclusion of compliance reviews and safety audits.

A cumulative total of 3,705 copies of “A Texas Motor Carrier’s Guide to Highway Safety” publications have been distributed at the conclusion of all compliance reviews and safety audits to date. We continually provide copies of the “Texas Motor Carriers Guide to Highway Safety” and other publications to the public and to all motor carriers we perform a compliance review or safety audit on.

Performance Measurement 2:

Each district CVE captain will submit a minimum of 1 Public Awareness Contact report for each month (8 captains x 12 months = 96) of FY 2016.

Monitoring & Evaluation 2:

The Department will monitor and evaluate the number of public contacts as well as the distribution of public awareness documentation and report the results quarterly to FMCSA.

Progress:

Q1. We have conducted 66 Public Awareness and Education classes during this reporting period.

Q2. We have conducted 78 Public Awareness and Education classes during this reporting period.

Q3. We have conducted 73 Public Awareness and Education classes during this reporting period.

A cumulative total of 217 Public Awareness and Educational classes have been completed so far in FY 2017.

All quarters have been updated to reflect the most current statistical data available.

| 2016 - NORTHBOUND TRUCK MONTHLY TRAFFIC FIGURES | | | | | | | | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| POE | January | February | March | April | May | June | July | August | September | October | November | December | Yearly Total |
| Veterans International Bridge | 13,676 | 15,368 | 16,457 | 16,252 | 16,180 | 16,176 | 14,723 | 17,234 | 16,436 | 16,586 | 15,650 | 14,311 | 189,049 |
| Gateway International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B&M Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Free Trade Bridge | 1,756 | 2,443 | 2,296 | 2,165 | 2,370 | 2,370 | 2,308 | 2,675 | 2,396 | 2,001 | 1,865 | 1,793 | 26,438 |
| Progreso International Bridge | 2,573 | 4,191 | 5,306 | 4,600 | 3,671 | 3,606 | 3,972 | 4,628 | 4,278 | 4,308 | 3,868 | 3,633 | 48,634 |
| Donna International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pharr-Reynosa Intl. Bridge on the Rise | 43,590 | 47,849 | 50,382 | 48,738 | 47,406 | 46,467 | 43,328 | 46,950 | 45,484 | 47,388 | 44,876 | 45,055 | 557,513 |
| McAllen-Hidalgo-Reynosa Bridge | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 4 |
| Anzalduas International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Los Ebanos Ferry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rio Grande City-Camargo Bridge | 2,538 | 2,861 | 3,406 | 3,318 | 3,227 | 2,943 | 2,795 | 2,938 | 2,858 | 3,162 | 3,013 | 2,709 | 35,768 |
| Roma-Ciudad Miquel Aleman Bridge | 615 | 664 | 655 | 619 | 649 | 624 | 555 | 682 | 617 | 633 | 649 | 594 | 7,556 |
| Lake Falcon Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juarez-Lincoln Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gateway to the Americas Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| World Trade Bridge | 131,480 | 138,913 | 143,722 | 149,587 | 145,603 | 149,869 | 134,962 | 156,387 | 147,955 | 151,894 | 147,002 | 137,694 | 1,735,068 |
| Laredo-Colombia Solidarity Bridge | 28,298 | 28,993 | 31,293 | 31,343 | 30,771 | 29,056 | 25,797 | 29,144 | 28,884 | 28,371 | 28,351 | 29,578 | 349,879 |
| Camino Real International Bridge | 11,296 | 12,680 | 13,513 | 13,708 | 13,116 | 13,989 | 12,329 | 14,319 | 13,588 | 13,939 | 13,623 | 12,952 | 159,052 |
| Eagle Pass Bridge I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del Rio-Ciudad Acuna Intl. Bridge | 5,109 | 5,834 | 6,291 | 6,165 | 6,128 | 6,361 | 5,649 | 6,874 | 6,520 | 6,614 | 6,526 | 5,562 | 73,633 |
| Lake Amistad Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Boquillas Crossing Port of Entry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presidio Bridge | 551 | 551 | 569 | 690 | 617 | 721 | 578 | 665 | 589 | 750 | 947 | 812 | 8,040 |
| Fort Hancock-El Porvenir Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tornillo-Guadalupe Bridge | 0 | 0 | 0 | 21 | 20 | 10 | 8 | 23 | 34 | 26 | 19 | 10 | 171 |
| Ysleta-Zaragoza Bridge | 22,399 | 38,478 | 40,168 | 40,814 | 41,153 | 40,862 | 38,114 | 43,240 | 41,664 | 41,761 | 42,457 | 37,831 | 468,941 |
| Ysleta-Zaragoza Bridge (DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridge of the Americas | 35,337 | 21,083 | 24,607 | 24,720 | 24,073 | 25,511 | 22,771 | 25,315 | 24,225 | 25,036 | 23,222 | 21,082 | 296,982 |
| Good Neighbor Bridge (SB only, NB DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Paso del Norte Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monthly Total | 299,218 | 319,908 | 338,665 | 342,740 | 334,984 | 338,566 | 307,890 | 351,074 | 335,528 | 342,470 | 332,069 | 313,616 | 3,956,728 |

| 2016 - NORTHBOUND BUSES MONTHLY TRAFFIC FIGURES | | | | | | | | | | | | | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| POE | January | February | March | April | May | June | July | August | September | October | November | December | Yearly Total |
| Veterans International Bridge | 600 | 549 | 642 | 608 | 615 | 626 | 653 | 653 | 586 | 591 | 551 | 565 | 7,239 |
| Gateway International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B&M Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Free Trade Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Progreso International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Donna International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pharr-Reynosa Intl. Bridge on the Rise | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| McAllen-Hidalgo-Reynosa Bridge | 2,162 | 1,919 | 2,145 | 2,205 | 2,164 | 2,492 | 2,185 | 2,114 | 1,959 | 1,732 | 1,952 | 2,012 | 25,041 |
| Anzalduas International Bridge | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Los Ebanos Ferry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rio Grande City-Camargo Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roma-Ciudad Miquel Aleman Bridge | 64 | 15 | 32 | 28 | 29 | 25 | 31 | 31 | 21 | 32 | 42 | 35 | 385 |
| Lake Falcon Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juarez-Lincoln Bridge | 3,545 | 2,830 | 3,440 | 3,538 | 3,345 | 2,558 | 3,626 | 3,670 | 2,722 | 3,211 | 3,263 | 4,243 | 39,991 |
| Gateway to the Americas Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| World Trade Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Laredo-Colombia Solidarity Bridge | 0 | 0 | 191 | 142 | 76 | 30 | 131 | 190 | 78 | 7 | 11 | 9 | 865 |
| Camino Real International Bridge | 84 | 54 | 110 | 91 | 53 | 82 | 100 | 104 | 79 | 76 | 85 | 117 | 1,035 |
| Eagle Pass Bridge I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del Rio-Ciudad Acuna Intl. Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Amistad Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Boquillas Crossing Port of Entry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presidio Bridge | 35 | 32 | 49 | 28 | 44 | 49 | 50 | 61 | 46 | 46 | 36 | 62 | 538 |
| Fort Hancock-El Porvenir Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tornillo-Guadalupe Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ysleta-Zaragoza Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ysleta-Zaragoza Bridge (DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridge of the Americas | 752 | 579 | 701 | 618 | 553 | 613 | 721 | 623 | 542 | 599 | 583 | 701 | 7,585 |
| Good Neighbor Bridge (SB only, NB DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Paso del Norte Bridge | 673 | 725 | 908 | 700 | 752 | 421 | 242 | 425 | 460 | 613 | 756 | 790 | 7,465 |
| Monthly Total | 7,916 | 6,703 | 8,219 | 7,960 | 7,631 | 6,896 | 7,739 | 7,871 | 6,493 | 6,907 | 7,279 | 8,534 | 90,148 |

| 2015 - NORTHBOUND TRUCK MONTHLY TRAFFIC FIGURES | | | | | | | | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| POE | January | February | March | April | May | June | July | August | September | October | November | December | Yearly Total |
| Veterans International Bridge | 14,675 | 14,287 | 16,043 | 15,484 | 14,645 | 15,940 | 15,634 | 14,272 | 15,100 | 16,140 | 14,716 | 13,728 | 180,664 |
| Gateway International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B&M Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Free Trade Bridge | 1,977 | 1,967 | 2,138 | 2,083 | 1,771 | 2,050 | 2,135 | 2,027 | 2,287 | 1,936 | 1,619 | 1,756 | 23,746 |
| Progreso International Bridge | 3,827 | 3,471 | 3,990 | 3,302 | 3,249 | 2,697 | 2,674 | 2,734 | 2,706 | 3,046 | 2,671 | 2,573 | 36,940 |
| Donna International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pharr-Reynosa Intl. Bridge on the Rise | 46,153 | 44,642 | 49,529 | 45,919 | 44,951 | 45,571 | 46,515 | 41,976 | 44,137 | 48,135 | 45,141 | 43,590 | 546,259 |
| McAllen-Hidalgo-Reynosa Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Anzalduas International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Los Ebanos Ferry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rio Grande City-Camargo Bridge | 2,561 | 2,421 | 3,026 | 2,684 | 2,711 | 2,609 | 2,744 | 2,238 | 2,375 | 2,683 | 2,300 | 2,538 | 30,890 |
| Roma-Ciudad Miquel Aleman Bridge | 591 | 611 | 711 | 642 | 694 | 675 | 850 | 666 | 630 | 617 | 568 | 615 | 7,870 |
| Lake Falcon Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juarez-Lincoln Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gateway to the Americas Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| World Trade Bridge | 130,417 | 128,192 | 144,513 | 138,288 | 137,509 | 145,929 | 144,820 | 135,949 | 140,409 | 146,277 | 135,166 | 131,480 | 1,658,949 |
| Laredo-Colombia Solidarity Bridge | 29,296 | 28,575 | 33,235 | 31,318 | 30,092 | 30,250 | 29,517 | 26,751 | 29,438 | 32,517 | 27,537 | 28,298 | 356,824 |
| Camino Real International Bridge | 11,325 | 10,844 | 12,081 | 11,965 | 11,925 | 13,031 | 12,230 | 11,397 | 12,064 | 12,246 | 11,188 | 11,296 | 141,592 |
| Eagle Pass Bridge I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del Rio-Ciudad Acuna Intl. Bridge | 5,529 | 5,445 | 6,181 | 5,984 | 5,564 | 6,110 | 6,165 | 5,579 | 6,117 | 6,556 | 5,670 | 5,109 | 70,009 |
| Lake Amistad Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presidio Bridge | 787 | 739 | 746 | 752 | 645 | 670 | 750 | 694 | 689 | 820 | 838 | 697 | 8,827 |
| Fort Hancock-El Porvenir Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tornillo-Guadalupe Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ysleta-Zaragoza Bridge | 34,469 | 33,689 | 30,992 | 17,305 | 17,221 | 18,839 | 19,311 | 16,362 | 16,386 | 19,886 | 19,241 | 17,571 | 261,272 |
| Ysleta-Zaragoza Bridge (DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridge of the Americas | 25,402 | 24,744 | 34,681 | 46,530 | 44,959 | 47,261 | 46,652 | 44,892 | 56,075 | 46,592 | 40,528 | 38,456 | 496,772 |
| Good Neighbor Bridge (SB only, NB DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Paso del Norte Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monthly Total | 307,009 | 299,627 | 337,866 | 322,256 | 315,936 | 331,632 | 329,997 | 305,537 | 328,413 | 337,451 | 307,183 | 297,707 | 3,820,614 |

| 2015 - NORTHBOUND BUSES MONTHLY TRAFFIC FIGURES | | | | | | | | | | | | | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| POE | January | February | March | April | May | June | July | August | September | October | November | December | Yearly Total |
| Veterans International Bridge | 659 | 591 | 639 | 596 | 614 | 590 | 617 | 611 | 569 | 651 | 616 | 634 | 7,387 |
| Gateway International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B&M Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Free Trade Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Progreso International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Donna International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pharr-Reynosa Intl. Bridge on the Rise | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McAllen-Hidalgo-Reynosa Bridge | 1,960 | 1,726 | 2,022 | 1,911 | 2,161 | 2,100 | 2,141 | 2,213 | 1,966 | 2,022 | 2,039 | 3,507 | 25,768 |
| Anzalduas International Bridge | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 8 |
| Los Ebanos Ferry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rio Grande City-Camargo Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roma-Ciudad Miquel Aleman Bridge | 68 | 34 | 31 | 28 | 62 | 31 | 50 | 69 | 30 | 24 | 10 | 54 | 491 |
| Lake Falcon Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juarez-Lincoln Bridge | 3,106 | 2,512 | 3,181 | 3,184 | 2,977 | 3,411 | 3,765 | 3,679 | 2,941 | 3,302 | 3,842 | 4,165 | 40,065 |
| Gateway to the Americas Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| World Trade Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Laredo-Colombia Solidarity Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Camino Real International Bridge | 85 | 49 | 81 | 69 | 67 | 83 | 147 | 102 | 60 | 66 | 45 | 96 | 950 |
| Eagle Pass Bridge I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del Rio-Ciudad Acuna Intl. Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Amistad Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presidio Bridge | 48 | 58 | 57 | 40 | 50 | 41 | 57 | 70 | 50 | 57 | 48 | 50 | 626 |
| Fort Hancock-El Porvenir Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tornillo-Guadalupe Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ysleta-Zaragoza Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ysleta-Zaragoza Bridge (DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridge of the Americas | 871 | 670 | 827 | 782 | 789 | 873 | 966 | 887 | 726 | 808 | 748 | 775 | 9,722 |
| Good Neighbor Bridge (SB only, NB DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Paso del Norte Bridge | 982 | 676 | 796 | 1,028 | 897 | 948 | 924 | 976 | 778 | 658 | 745 | 609 | 10,017 |
| Monthly Total | 7,781 | 6,318 | 7,634 | 7,639 | 7,617 | 8,077 | 8,667 | 8,608 | 7,120 | 7,589 | 8,094 | 9,890 | 95,034 |

| 2014 - NORTHBOUND TRUCK MONTHLY TRAFFIC FIGURES | | | | | | | | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| POE | January | February | March | April | May | June | July | August | September | October | November | December | Yearly Total |
| Veterans International Bridge | 14,777 | 14,064 | 15,561 | 15,376 | 15,080 | 14,740 | 15,335 | 15,147 | 15,412 | 16,154 | 13,313 | 13,405 | 178,364 |
| Gateway International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B&M Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Free Trade Bridge | 2,725 | 2,210 | 2,678 | 1,987 | 3,014 | 3,080 | 3,007 | 2,817 | 2,511 | 2,360 | 2,301 | 1,935 | 30,625 |
| Progreso International Bridge | 2,618 | 3,218 | 4,275 | 4,466 | 4,218 | 2,974 | 3,476 | 3,626 | 3,228 | 3,445 | 2,743 | 3,129 | 41,416 |
| Donna International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pharr-Reynosa Intl. Bridge on the Rise | 44,411 | 41,558 | 46,225 | 45,565 | 45,822 | 44,254 | 44,951 | 42,285 | 43,062 | 47,939 | 41,780 | 42,241 | 530,093 |
| McAllen-Hidalgo-Reynosa Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Anzalduas International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Los Ebanos Ferry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rio Grande City-Camargo Bridge | 2,785 | 2,594 | 3,235 | 3,131 | 3,237 | 2,638 | 2,603 | 2,404 | 2,528 | 2,700 | 2,182 | 2,422 | 32,459 |
| Roma-Ciudad Miquel Aleman Bridge | 521 | 543 | 659 | 663 | 708 | 627 | 700 | 629 | 627 | 682 | 608 | 589 | 7,556 |
| Lake Falcon Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juarez-Lincoln Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gateway to the Americas Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| World Trade Bridge | 124,330 | 120,440 | 132,333 | 131,578 | 134,636 | 130,444 | 137,002 | 135,356 | 132,156 | 143,670 | 126,414 | 127,224 | 1,575,583 |
| Laredo-Colombia Solidarity Bridge | 30,590 | 30,461 | 33,335 | 31,654 | 32,952 | 32,290 | 32,684 | 30,107 | 29,500 | 34,024 | 27,901 | 27,765 | 373,263 |
| Camino Real International Bridge | 10,698 | 10,371 | 11,217 | 11,476 | 11,668 | 12,039 | 12,195 | 11,375 | 11,516 | 12,701 | 10,455 | 10,795 | 136,506 |
| Eagle Pass Bridge I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del Rio-Ciudad Acuna Intl. Bridge | 5,457 | 5,339 | 5,801 | 5,831 | 5,995 | 5,693 | 6,093 | 5,771 | 5,888 | 6,501 | 5,495 | 5,184 | 69,048 |
| Lake Amistad Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presidio Bridge | 842 | 732 | 832 | 945 | 898 | 753 | 831 | 876 | 861 | 1,074 | 933 | 1,011 | 10,588 |
| Fort Hancock-El Porvenir Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fabens-Caseta Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ysleta-Zaragoza Bridge | 35,543 | 33,360 | 37,124 | 36,951 | 37,160 | 36,645 | 39,839 | 32,341 | 38,544 | 41,310 | 35,476 | 34,001 | 438,294 |
| Ysleta-Zaragoza Bridge (DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridge of the Americas | 26,081 | 24,666 | 26,335 | 25,576 | 26,845 | 26,645 | 27,989 | 26,239 | 26,308 | 29,042 | 23,477 | 23,867 | 313,070 |
| Good Neighbor Bridge (SB only, NB DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Paso del Norte Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monthly Total | 301,378 | 289,556 | 319,610 | 315,199 | 322,233 | 312,822 | 326,705 | 308,973 | 312,141 | 341,602 | 293,078 | 293,568 | 3,736,865 |

| 2014 - NORTHBOUND BUSES MONTHLY TRAFFIC FIGURES | | | | | | | | | | | | | |
|---|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| POE | January | February | March | April | May | June | July | August | September | October | November | December | Yearly Total |
| Veterans International Bridge | 621 | 555 | 605 | 627 | 704 | 644 | 668 | 669 | 632 | 606 | 608 | 686 | 7,625 |
| Gateway International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B&M Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Free Trade Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Progreso International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Donna International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pharr-Reynosa Intl. Bridge on the Rise | 0 | 0 | 3 | 17 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 23 |
| McAllen-Hidalgo-Reynosa Bridge | 1,980 | 1,694 | 2,106 | 2,071 | 2,072 | 2,037 | 2,063 | 2,277 | 2,940 | 2,196 | 2,274 | 2,307 | 26,017 |
| Anzalduas International Bridge | 8 | 6 | 7 | 3 | 4 | 3 | 1 | 0 | 7 | 4 | 1 | 0 | 44 |
| Los Ebanos Ferry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rio Grande City-Camargo Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roma-Ciudad Miquel Aleman Bridge | 66 | 26 | 33 | 37 | 32 | 32 | 32 | 32 | 28 | 28 | 29 | 54 | 429 |
| Lake Falcon Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juarez-Lincoln Bridge | 3,072 | 2,563 | 5,692 | 3,164 | 3,176 | 3,369 | 3,891 | 3,646 | 3,243 | 2,975 | 3,026 | 3,358 | 41,175 |
| Gateway to the Americas Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| World Trade Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Laredo-Colombia Solidarity Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 26 | 0 | 0 | 0 | 0 | 55 |
| Camino Real International Bridge | 101 | 50 | 79 | 121 | 72 | 80 | 102 | 88 | 67 | 62 | 90 | 115 | 1,027 |
| Eagle Pass Bridge I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del Rio-Ciudad Acuna Intl. Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Amistad Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presidio Bridge | 21 | 24 | 43 | 35 | 53 | 54 | 75 | 53 | 53 | 36 | 46 | 60 | 553 |
| Fort Hancock-El Porvenir Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fabens-Caseta Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ysleta-Zaragoza Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ysleta-Zaragoza Bridge (DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridge of the Americas | 831 | 667 | 777 | 819 | 803 | 859 | 943 | 893 | 741 | 829 | 797 | 924 | 9,883 |
| Good Neighbor Bridge (SB only, NB DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Paso del Norte Bridge | 953 | 870 | 1,167 | 812 | 1,018 | 998 | 1,051 | 956 | 1,057 | 969 | 866 | 954 | 11,671 |
| Monthly Total | 7,653 | 6,455 | 10,512 | 7,706 | 7,935 | 8,076 | 8,856 | 8,640 | 8,769 | 7,705 | 7,737 | 8,458 | 98,502 |

| 2013 - NORTHBOUND TRUCK MONTHLY TRAFFIC FIGURES | | | | | | | | | | | | | |
|---|---------|----------|---------|---------|---------|---------|---------|---------|-----------|---------|----------|----------|--------------|
| POE | January | February | March | April | May | June | July | August | September | October | November | December | Yearly Total |
| Veterans International Bridge | 14,781 | 14,371 | 14,457 | 16,470 | 15,452 | 14,427 | 14,824 | 15,120 | 14,172 | 15,885 | 14,196 | 12,853 | 177,008 |
| Gateway International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B&M Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Free Trade Bridge | 2,569 | 2,614 | 2,533 | 2,653 | 2,722 | 2,678 | 2,833 | 2,669 | 2,593 | 2,811 | 2,278 | 2,187 | 31,140 |
| Progreso International Bridge | 3,733 | 3,802 | 4,508 | 4,666 | 3,919 | 3,330 | 4,125 | 4,037 | 2,811 | 3,024 | 2,471 | 2,335 | 42,761 |
| Donna International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pharr-Reynosa Intl. Bridge on the Rise | 44,106 | 41,345 | 42,913 | 45,708 | 45,343 | 41,184 | 42,851 | 42,193 | 39,363 | 45,592 | 42,001 | 38,107 | 510,706 |
| McAllen-Hidalgo-Reynosa Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Anzalduas International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Los Ebanos Ferry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rio Grande City-Camargo Bridge | 2,363 | 2,401 | 2,408 | 2,591 | 2,254 | 2,138 | 2,269 | 2,192 | 1,926 | 2,463 | 1,893 | 2,222 | 27,120 |
| Roma-Ciudad Miquel Aleman Bridge | 544 | 583 | 623 | 677 | 620 | 597 | 616 | 567 | 550 | 801 | 675 | 626 | 7,479 |
| Lake Falcon Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juarez-Lincoln Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gateway to the Americas Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| World Trade Bridge | 117,966 | 113,480 | 119,310 | 130,452 | 127,413 | 119,977 | 128,128 | 128,251 | 121,162 | 137,060 | 123,830 | 113,362 | 1,480,391 |
| Laredo-Colombia Solidarity Bridge | 31,573 | 28,701 | 29,700 | 33,415 | 30,992 | 29,483 | 30,706 | 30,478 | 8,845 | 32,691 | 30,078 | 29,169 | 345,831 |
| Camino Real International Bridge | 9,850 | 9,190 | 9,271 | 10,206 | 9,941 | 9,463 | 9,971 | 10,227 | 9,773 | 11,139 | 10,155 | 9,202 | 118,388 |
| Eagle Pass Bridge I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del Rio-Ciudad Acuna Intl. Bridge | 5,641 | 5,343 | 5,728 | 6,037 | 5,841 | 5,412 | 5,671 | 5,997 | 5,557 | 6,300 | 5,622 | 4,569 | 67,718 |
| Lake Amistad Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presidio Bridge | 999 | 807 | 762 | 768 | 806 | 692 | 746 | 750 | 755 | 892 | 892 | 895 | 9,764 |
| Fort Hancock-El Porvenir Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fabens-Caseta Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ysleta-Zaragoza Bridge | 31,554 | 33,321 | 34,879 | 37,807 | 37,523 | 34,994 | 36,044 | 34,191 | 35,431 | 39,542 | 39,542 | 31,267 | 426,095 |
| Ysleta-Zaragoza Bridge (DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridge of the Americas | 27,349 | 25,080 | 24,587 | 27,596 | 27,683 | 25,804 | 27,414 | 30,321 | 24,423 | 28,815 | 28,815 | 22,353 | 320,240 |
| Good Neighbor Bridge (SB only, NB DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Paso del Norte Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monthly Total | 293,028 | 281,038 | 291,679 | 319,046 | 310,509 | 290,179 | 306,198 | 306,993 | 267,361 | 327,015 | 302,448 | 269,147 | 3,564,641 |

| 2013 - NORTHBOUND BUSES MONTHLY TRAFFIC FIGURES | | | | | | | | | | | | | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| POE | January | February | March | April | May | June | July | August | September | October | November | December | Yearly Total |
| Veterans International Bridge | 731 | 660 | 747 | 731 | 733 | 706 | 705 | 728 | 665 | 691 | 648 | 698 | 8,443 |
| Gateway International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B&M Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Free Trade Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Progreso International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Donna International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pharr-Reynosa Intl. Bridge on the Rise | 2 | 1 | 3 | 1 | 1 | 2 | 1 | 0 | 2 | 4 | 0 | 0 | 17 |
| McAllen-Hidalgo-Reynosa Bridge | 1,645 | 1,530 | 1,706 | 1,617 | 1,838 | 1,743 | 2,188 | 2,084 | 1,914 | 2,007 | 1,986 | 2,060 | 22,318 |
| Anzalduas International Bridge | 11 | 22 | 17 | 10 | 18 | 20 | 26 | 13 | 11 | 15 | 15 | 8 | 186 |
| Los Ebanos Ferry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rio Grande City-Camargo Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roma-Ciudad Miquel Aleman Bridge | 66 | 33 | 45 | 30 | 31 | 29 | 46 | 67 | 30 | 30 | 32 | 68 | 507 |
| Lake Falcon Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juarez-Lincoln Bridge | 3,251 | 2,625 | 3,270 | 2,874 | 2,982 | 3,313 | 3,781 | 3,538 | 2,879 | 2,861 | 2,902 | 3,741 | 38,017 |
| Gateway to the Americas Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| World Trade Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Laredo-Colombia Solidarity Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Camino Real International Bridge | 81 | 38 | 105 | 71 | 69 | 79 | 99 | 85 | 64 | 59 | 78 | 99 | 927 |
| Eagle Pass Bridge I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del Rio-Ciudad Acuna Intl. Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Amistad Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presidio Bridge | 28 | 29 | 30 | 36 | 31 | 41 | 54 | 37 | 33 | 32 | 32 | 47 | 430 |
| Fort Hancock-El Porvenir Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fabens-Caseta Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ysleta-Zaragoza Bridge | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Ysleta-Zaragoza Bridge (DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridge of the Americas | 855 | 678 | 822 | 822 | 815 | 872 | 943 | 938 | 642 | 792 | 792 | 885 | 9,856 |
| Good Neighbor Bridge (SB only, NB DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Paso del Norte Bridge | 1,118 | 1,037 | 683 | 1,055 | 1,024 | 986 | 915 | 1,106 | 690 | 1,048 | 1,048 | 964 | 11,674 |
| Monthly Total | 7,790 | 6,653 | 7,428 | 7,247 | 7,542 | 7,791 | 8,758 | 8,596 | 6,930 | 7,539 | 7,533 | 8,571 | 92,378 |

| 2012 - NORTHBOUND TRUCK MONTHLY TRAFFIC FIGURES | | | | | | | | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| POE | January | February | March | April | May | June | July | August | September | October | November | December | Yearly Total |
| Veterans International Bridge | 16,085 | 15,804 | 16,909 | 15,152 | 16,923 | 15,770 | 16,080 | 17,234 | 15,318 | 17,259 | 15,042 | 12,628 | 190,204 |
| Gateway International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B&M Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Free Trade Bridge | 2,239 | 2,123 | 2,309 | 2,054 | 2,609 | 2,602 | 2,441 | 2,509 | 1,880 | 2,180 | 2,318 | 2,036 | 27,300 |
| Progreso International Bridge | 3,868 | 3,689 | 4,748 | 4,105 | 3,346 | 3,058 | 3,977 | 4,203 | 3,134 | 3,692 | 3,293 | 3,187 | 44,300 |
| Donna International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pharr-Reynosa Intl. Bridge on the Rise | 39,026 | 36,673 | 44,425 | 39,468 | 43,219 | 40,131 | 38,784 | 41,322 | 36,349 | 42,243 | 41,423 | 36,467 | 479,530 |
| McAllen-Hidalgo-Reynosa Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Anzalduas International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Los Ebanos Ferry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rio Grande City-Camargo Bridge | 2,302 | 2,376 | 2,771 | 2,817 | 2,836 | 2,803 | 2,746 | 2,083 | 2,089 | 2,315 | 2,089 | 1,933 | 29,160 |
| Roma-Ciudad Miquel Aleman Bridge | 592 | 561 | 603 | 593 | 921 | 543 | 555 | 579 | 531 | 622 | 547 | 483 | 7,130 |
| Lake Falcon Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juarez-Lincoln Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gateway to the Americas Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| World Trade Bridge | 111,840 | 107,769 | 123,633 | 110,912 | 123,963 | 118,146 | 118,397 | 127,641 | 112,656 | 125,716 | 117,487 | 100,908 | 1,399,068 |
| Laredo-Colombia Solidarity Bridge | 31,259 | 30,033 | 35,261 | 32,826 | 33,369 | 32,281 | 31,103 | 32,733 | 29,321 | 34,608 | 30,804 | 28,803 | 382,401 |
| Camino Real International Bridge | 9,545 | 9,054 | 10,622 | 9,745 | 10,568 | 10,375 | 9,722 | 10,086 | 8,712 | 10,678 | 9,634 | 8,102 | 116,843 |
| Eagle Pass Bridge I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del Rio-Ciudad Acuna Intl. Bridge | 5,477 | 5,262 | 5,703 | 5,200 | 5,728 | 5,441 | 5,210 | 5,936 | 5,198 | 6,084 | 5,608 | 4,363 | 65,210 |
| Lake Amistad Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presidio Bridge | 999 | 961 | 1,111 | 1,040 | 1,112 | 820 | 1,016 | 886 | 735 | 872 | 947 | 787 | 11,286 |
| Fort Hancock-El Porvenir Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fabens-Caseta Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ysleta-Zaragoza Bridge | 31,554 | 32,044 | 36,094 | 31,814 | 36,744 | 35,780 | 33,459 | 37,131 | 33,527 | 38,741 | 34,655 | 28,387 | 409,930 |
| Ysleta-Zaragoza Bridge (DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridge of the Americas | 27,349 | 25,562 | 28,090 | 25,701 | 27,745 | 26,280 | 26,024 | 27,602 | 24,199 | 28,392 | 26,332 | 21,454 | 314,730 |
| Good Neighbor Bridge (SB only, NB DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Paso del Norte Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monthly Total | 282,135 | 271,911 | 312,279 | 281,427 | 309,083 | 294,030 | 289,514 | 309,945 | 273,649 | 313,402 | 290,179 | 249,538 | 3,477,092 |

| 2012 - NORTHBOUND BUSES MONTHLY TRAFFIC FIGURES | | | | | | | | | | | | | |
|---|---------|----------|-------|-------|-------|-------|-------|--------|-----------|---------|----------|----------|--------------|
| POE | January | February | March | April | May | June | July | August | September | October | November | December | Yearly Total |
| Veterans International Bridge | 615 | 599 | 657 | 666 | 659 | 669 | 673 | 704 | 593 | 632 | 656 | 757 | 7,880 |
| Gateway International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B&M Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Free Trade Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Progreso International Bridge | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Donna International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pharr-Reynosa Intl. Bridge on the Rise | 0 | 1 | 0 | 14 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 20 |
| McAllen-Hidalgo-Reynosa Bridge | 1,542 | 1,440 | 1,605 | 1,542 | 2,148 | 1,563 | 1,610 | 1,593 | 1,585 | 1,582 | 1,688 | 1,800 | 19,698 |
| Anzalduas International Bridge | 29 | 33 | 26 | 31 | 31 | 26 | 42 | 24 | 30 | 18 | 28 | 31 | 349 |
| Los Ebanos Ferry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rio Grande City-Camargo Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roma-Ciudad Miguel Aleman Bridge | 69 | 27 | 32 | 29 | 43 | 29 | 36 | 54 | 38 | 33 | 40 | 56 | 486 |
| Lake Falcon Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juarez-Lincoln Bridge | 3,060 | 2,722 | 3,449 | 3,226 | 2,953 | 3,532 | 3,683 | 3,537 | 2,787 | 2,785 | 2,923 | 3,711 | 38,368 |
| Gateway to the Americas Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| World Trade Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Laredo-Colombia Solidarity Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Camino Real International Bridge | 83 | 63 | 72 | 71 | 70 | 74 | 91 | 81 | 76 | 54 | 76 | 78 | 889 |
| Eagle Pass Bridge I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del Rio-Ciudad Acuna Intl. Bridge | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Lake Amistad Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presidio Bridge | 28 | 29 | 31 | 32 | 35 | 30 | 40 | 39 | 39 | 38 | 49 | 45 | 435 |
| Fort Hancock-El Porvenir Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fabens-Caseta Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ysleta-Zaragoza Bridge | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Ysleta-Zaragoza Bridge (DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridge of the Americas | 855 | 705 | 832 | 833 | 853 | 920 | 972 | 937 | 789 | 787 | 765 | 944 | 10,192 |
| Good Neighbor Bridge (SB only, NB DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Paso del Norte Bridge | 1,118 | 1,018 | 1,082 | 943 | 1,037 | 1,012 | 1,030 | 1,004 | 1,041 | 1,105 | 1,055 | 1,168 | 12,613 |
| Monthly Total | 7,401 | 6,640 | 7,786 | 7,388 | 7,829 | 7,857 | 8,178 | 7,973 | 6,978 | 7,037 | 7,280 | 8,590 | 90,937 |

| 2011 - NORTHBOUND TRUCK MONTHLY TRAFFIC FIGURES | | | | | | | | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| POE | January | February | March | April | May | June | July | August | September | October | November | December | Yearly Total |
| Veterans International Bridge | 14,261 | 13,394 | 16,321 | 14,205 | 15,168 | 15,385 | 14,014 | 15,569 | 14,969 | 15,365 | 14,928 | 14,407 | 177,986 |
| Gateway International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B&M Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Free Trade Bridge | 2,392 | 2,416 | 3,059 | 2,417 | 2,835 | 3,002 | 2,643 | 2,784 | 2,628 | 2,484 | 2,275 | 1,838 | 30,773 |
| Progreso International Bridge | 3,421 | 3,523 | 4,774 | 4,225 | 4,303 | 3,721 | 3,931 | 3,760 | 2,418 | 2,800 | 2,841 | 2,888 | 42,605 |
| Donna International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pharr-Reynosa Intl. Bridge on the Rise | 36,955 | 35,676 | 43,749 | 38,352 | 37,707 | 39,220 | 36,088 | 37,657 | 36,465 | 36,965 | 38,922 | 35,065 | 452,821 |
| McAllen-Hidalgo-Reynosa Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Anzalduas International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Los Ebanos Ferry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rio Grande City-Camargo Bridge | 1,704 | 1,736 | 2,248 | 2,279 | 2,049 | 2,154 | 1,930 | 2,058 | 2,084 | 2,230 | 1,989 | 1,937 | 24,398 |
| Roma-Ciudad Miquel Aleman Bridge | 471 | 482 | 617 | 573 | 563 | 555 | 539 | 705 | 536 | 488 | 799 | 610 | 6,938 |
| Lake Falcon Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juarez-Lincoln Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gateway to the Americas Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| World Trade Bridge | 101,712 | 99,756 | 119,685 | 107,779 | 115,214 | 115,788 | 108,282 | 113,736 | 113,975 | 113,858 | 111,830 | 105,864 | 1,327,479 |
| Laredo-Colombia Solidarity Bridge | 29,636 | 30,433 | 35,940 | 30,057 | 31,386 | 31,442 | 29,028 | 30,544 | 31,444 | 32,231 | 31,456 | 31,184 | 374,781 |
| Camino Real International Bridge | 8,193 | 8,058 | 9,648 | 8,457 | 8,623 | 9,245 | 8,505 | 9,374 | 9,259 | 9,410 | 9,395 | 8,256 | 106,423 |
| Eagle Pass Bridge I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del Rio-Ciudad Acuna Intl. Bridge | 4,857 | 4,834 | 5,726 | 5,101 | 5,343 | 5,467 | 5,005 | 5,569 | 5,582 | 5,625 | 5,270 | 4,587 | 62,966 |
| Lake Amistad Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presidio Bridge | 645 | 651 | 845 | 680 | 727 | 661 | 554 | 723 | 639 | 755 | 840 | 892 | 8,612 |
| Fort Hancock-El Porvenir Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fabens-Caseta Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ysleta-Zaragoza Bridge | 30,049 | 28,747 | 36,468 | 32,722 | 33,177 | 33,490 | 29,198 | 33,471 | 32,538 | 31,895 | 30,473 | 27,280 | 379,508 |
| Ysleta-Zaragoza Bridge (DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridge of the Americas | 25,073 | 23,886 | 30,762 | 27,722 | 29,627 | 30,637 | 28,019 | 31,530 | 29,577 | 29,171 | 27,112 | 24,493 | 337,609 |
| Good Neighbor Bridge (SB only, NB DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Paso del Norte Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monthly Total | 259,369 | 253,592 | 309,842 | 274,569 | 286,722 | 290,767 | 267,736 | 287,480 | 282,114 | 283,277 | 278,130 | 259,301 | 3,332,899 |

| 2011 - NORTHBOUND BUSES MONTHLY TRAFFIC FIGURES | | | | | | | | | | | | | |
|---|---------|----------|-------|-------|-------|-------|-------|--------|-----------|---------|----------|----------|--------------|
| POE | January | February | March | April | May | June | July | August | September | October | November | December | Yearly Total |
| Veterans International Bridge | 607 | 458 | 623 | 577 | 572 | 614 | 591 | 569 | 508 | 517 | 640 | 701 | 6,977 |
| Gateway International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B&M Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Free Trade Bridge | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Progreso International Bridge | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Donna International Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pharr-Reynosa Intl. Bridge on the Rise | 3 | 0 | 6 | 2 | 4 | 6 | 3 | 1 | 0 | 1 | 0 | 4 | 30 |
| McAllen-Hidalgo-Reynosa Bridge | 1,661 | 1,365 | 1,668 | 1,610 | 1,608 | 1,559 | 1,623 | 1,613 | 1,559 | 1,665 | 1,556 | 2,851 | 20,338 |
| Anzalduas International Bridge | 131 | 79 | 64 | 63 | 48 | 40 | 30 | 28 | 35 | 23 | 42 | 41 | 624 |
| Los Ebanos Ferry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rio Grande City-Camargo Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roma-Ciudad Miguel Aleman Bridge | 51 | 28 | 33 | 29 | 27 | 50 | 64 | 31 | 29 | 31 | 30 | 42 | 445 |
| Lake Falcon Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Juarez-Lincoln Bridge | 3,495 | 3,367 | 3,598 | 3,383 | 4,908 | 3,111 | 4,829 | 3,554 | 2,926 | 2,931 | 3,030 | 3,848 | 42,980 |
| Gateway to the Americas Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| World Trade Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Laredo-Colombia Solidarity Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Camino Real International Bridge | 75 | 64 | 71 | 85 | 72 | 70 | 81 | 72 | 66 | 71 | 73 | 70 | 870 |
| Eagle Pass Bridge I | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del Rio-Ciudad Acuna Intl. Bridge | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 6 |
| Lake Amistad Dam Crossing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Presidio Bridge | 24 | 20 | 31 | 17 | 30 | 27 | 35 | 22 | 26 | 39 | 36 | 45 | 352 |
| Fort Hancock-El Porvenir Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fabens-Caseta Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ysleta-Zaragoza Bridge | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| Ysleta-Zaragoza Bridge (DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bridge of the Americas | 1,226 | 1,016 | 1,150 | 1,142 | 1,068 | 1,063 | 895 | 817 | 773 | 816 | 822 | 894 | 11,682 |
| Good Neighbor Bridge (SB only, NB DCL) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Paso del Norte Bridge | 765 | 608 | 833 | 931 | 835 | 871 | 1,198 | 1,078 | 1,274 | 1,159 | 1,141 | 1,042 | 11,735 |
| Monthly Total | 8,042 | 7,007 | 8,078 | 7,842 | 9,173 | 7,411 | 9,351 | 7,787 | 7,198 | 7,253 | 7,371 | 9,538 | 96,051 |

AGREEMENT**between****THE FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION****and****THE TEXAS DEPARTMENT OF PUBLIC SAFETY**

The parties to this Cooperative Agreement are the Federal Motor Carrier Safety Administration (FMCSA) and the Texas Department of Public Safety (DPS).

Section 350 of the Fiscal Year 2002 U.S. Department of Transportation Appropriations Act provides prescriptive direction regarding enforcement activities related to commercial vehicle operations for Mexico-domiciled carriers applying for authority to operate beyond the municipalities adjacent to the U.S.-Mexico border and their commercial zones (border commercial zones). These enforcement activities are prerequisites to the FMCSA processing applications for cross-border commercial traffic beyond the border commercial zones. It is the responsibility of the FMCSA and the States of Arizona, California, New Mexico and Texas to implement these actions.

In order to meet the requirements of the FY'02 USDOT Appropriations Act, the Texas Department of Public Safety and the Federal Motor Carrier Safety Administration agree to the following operational activities:

1. State and Federal enforcement personnel will ensure that Mexican commercial vehicles authorized to operate beyond the border commercial zones display a valid Commercial Vehicle Safety Alliance (CVSA) inspection decal. If no decal is present, the inspection staff on duty will perform a CVSA Level I inspection before the vehicle proceeds.
2. State and Federal inspectors on duty will perform electronic validation of drivers licenses for all drivers of commercial vehicles with authority to operate beyond the border commercial zones if: (1) the vehicle displays hazardous materials placarding; (2) the vehicle does not display a valid CVSA inspection decal; or (3) the vehicle displays a CVSA decal, but the inspector determines that the vehicle has a safety violation sufficient to require reinspection. The licenses of at least 50% of all other drivers of Mexican commercial vehicles with

authority to operate beyond the border commercial zones will also be verified. These drivers will be selected at random.

3. State or Federal inspectors will staff all commercial border crossings during the hours commercial vehicles are permitted to cross. Attached is a listing of designated commercial vehicle border crossings and a staffing schedule for each crossing.
4. FMCSA will provide funding for the purchase of scales. In entering into this agreement, DPS agrees that it will abide by all applicable statutes and regulations and that it will foster competition, to the maximum extent practicable, in entering into any lower-tier purchase agreements. DPS will assign at least one static scale to each commercial crossing.
5. Where Weigh-in-Motion scales are located at commercial crossings, State enforcement personnel will direct all Mexican commercial vehicles that are authorized to operate beyond the border commercial zones over the Weigh-in-Motion device.
6. State inspectors who detect violations of Federal motor carrier safety laws or regulations shall enforce applicable laws or regulations or notify Federal authorities of such violations.

This agreement is effective *February 25, 2002*.

The Texas Department of Public Safety


Authorized Representative

Title: Director Date: 02-25-2002

The Federal Motor Carrier Safety Administration


Authorized Representative

Title: Division Administrator Date: 02-25-2002

Listing of Commercial Motor Vehicle Crossings

| Location | Mon to Fri Hours of Operations | Sat Hours | Sun Hours |
|--------------------|--|-----------------------------------|-----------------------------------|
| Bota | 6:00 am to 6:00 pm | 6:00 am 2:00 pm | Closed |
| Ysleta | 8:00 am to 12 midnite | 8:00 am 5:00 pm | Closed |
| Presido | 8:00 am to 5:00 pm all CMV's - empties 24 hrs. | 24 hrs. empty CMV's only | 24 hrs. empty CMV's only |
| Eagle Pass | 7:00 am to 11:00 pm | 7:00 am to 3:00 pm | 7:00 am to 3:00 pm |
| Columbia | 8:00 am to 12:00 am | 8:00 am to 4:30 pm | 8:00 am to 4:30 pm |
| WTB | 8:00 am to 12:00 am | 8:00 am to 4:30 pm | 8:00 am to 4:30 pm |
| Del Rio | 8:00 am to 9:30 pm | 9:00 am to 5:00 pm | Closed |
| Roma | 9:00am to 5:30 pm | Closed | Closed |
| Rio Grande City | 7:00 am to 9:00 pm | 7:00 am to 5:00 pm | Closed |
| Pharr | 6:00 am to 10:00 pm | 8:00 am to 4:00 pm | 8:00 am to 4:00 pm |
| Hidalgo | | | |
| Los Inidos | 7:00 am to 8:00 pm | 8:00 am to 4:00 pm | 8:00 am to 4:00 pm |
| Progreso | 8:00 am to 4:00 pm | Closed | Closed |
| Brownsville | 7:00 am to 10:00 pm | 8:00 am to 4:00 pm | 8:00 am to 4:00 pm |
| | | | |

| DRAFT | | Bridge of the Americas | | DRAFT | |
|----------------|---|------------------------------|------------|-------|--|
| Hours | Mon-Fri 6:00 AM to 6:00 PM | Sat 6:00 AM to 2:00 PM | Sun Closed | | |
| Shifts* | 6 AM II Peak Hours II 9:30 AM 2:30 P II 8A - 5P II 6:00 PM | 6 A to 2 P | " | | |
| Staffing/Feds | 1 to 2 II 4 to 6 II 1 to 2 | 1-2 | " | | |
| Staffing State | 1-2 II 4 to 8 II 1 to 2 | 1-3 | " | | |

* Includes overlapping shifts for Peak Hours
Shift ending and starting may vary because of State or Federal Policy for Lunch

| Ysleta | | | |
|----------------|---|------------------------------|------------|
| Hours | Mon-Fri 8:00 AM to 12:00 AM | Sat 8:00 AM to 5:00 PM | Sun Closed |
| Shifts* | 8 AM II Peak Hours II 3:30 PM 4:30 P II 10A - 9P II 12:00 AM | 8 A to 5 P | " |
| Staffing/Feds | 1 to 2 II 4 to 10 II 1 to 2 | 1-3 | " |
| Staffing State | 1 to 2 II 4 to 12 II 1 to 2 | 1-3 | " |

* Includes overlapping shifts for Peak Hours
Shift ending and starting may vary because of State or Federal Policy for Lunch

| Presido | | | |
|----------------|---|------------|------------|
| Hours | Mon-Fri 8:00 AM to 5:00 PM | Sat Closed | Sun Closed |
| Shifts* | 8 AM to 5:00 PM | " | " |
| Staffing/Feds | 1 to 2 | " | " |
| Staffing State | State will use Strike Force and Roaming Patrol - Will continuously evaluate long haul crossings | " | " |

* Includes overlapping shifts for Peak Hours
Shift ending and Starting may vary because of State or Federal Policy for Lunch

DRAFT

Eagle Pass

DRAFT

| Hours | Mon-Fri 7:00 AM to 11:00 PM | Sat 7:00 AM to 3:00 PM | Sun 7:00 AM to 3:00 PM |
|----------------|--|------------------------------|------------------------------|
| Shifts* | 7 AM to 3:30 PM II 2:30 AM to 11:00 PM | 7 A to 3 P | 7 A to 3 P |
| Staffing/Feds | 1 to 2 II 1 to 2 | 1 | 1 |
| Staffing State | 1-4 II 1 to 4 | 1-2 | 1-2 |

* Includes overlapping shifts for Peak Hours

Shift ending and starting may vary because of State or Federal Policy for Lunch

Columbia

| Hours | Mon-Fri 8:00 AM to 12:00 AM | Sat 8:00 AM to 4:30 PM | Sun 8:00 AM to 4:30 PM |
|----------------|---|------------------------------|------------------------------|
| Shifts* | 8 AM II Peak Hours II 3:30 PM 4:30 P II 10A - 9P II 12:00 AM | 8 A to 4:30 P | 8 A to 4:30 P |
| Staffing/Feds | 1 to 2 II 4 to 12 II 1 to 2 | 1-3 | 1-3 |
| Staffing State | 1 to 2 II 4 to 12 II 1 to 2 | 1-3 | 1-3 |

* Includes overlapping shifts for Peak Hours

Shift ending and Starting may vary because of State or Federal Policy for Lunch

World Trade Bridge

| Hours | Mon-Fri 8:00 AM to 12:00 AM | Sat 8:00 AM to 4:30 PM | Sun 8:00 AM to 4:30 PM |
|----------------|---|------------------------------|------------------------------|
| Shifts* | 8 AM II Peak Hours II 3:30 PM 4:30 P II 10A - 9P II 12:00 AM | 8 A to 4:30 P | 8 A to 4:30 P |
| Staffing/Feds | 1 to 2 II 4 to 14 II 1 to 2 | 2-4 | 2-4 |
| Staffing State | 1 to 2 II 4 to 16 II 1 to 2 | 2-4 | 2-4 |

* Includes overlapping shifts for Peak Hours

Shift ending and Starting may vary because of State or Federal Policy for Lunch

| DRAFT | | Del Rio | DRAFT | |
|----------------|---------------------------------------|-----------|------------------------------|------------|
| Hours | Mon-Fri 8:00 AM to 9:30 PM | | Sat 9:00 AM to 5:00 PM | Sun Closed |
| Shifts* | 8 AM to 4:30 PM II 1:00 AM to 9:30 PM | | 9 A to 5 P | " |
| Staffing/Feds | 1 to 2 | II 1 to 2 | 1 | " |
| Staffing State | 1 to 3 | II 1 to 3 | 1-2 | " |

* Includes overlapping shifts for Peak Hours
Shift ending and starting may vary because of State or Federal Policy for Lunch

| Roma | | | |
|----------------|---|------------|------------|
| Hours | Mon-Fri 8:00 AM to 5:30 PM | Sun Closed | Sun Closed |
| Shifts* | 8 AM to 5:30 PM | " | " |
| Staffing/Feds | 1 to 2 | " | " |
| Staffing State | State will use Strike Force and Roaming Patrol - Will continuously evaluate long haul crossings | " | " |

* Includes overlapping shifts for Peak Hours
Shift ending and starting may vary because of State or Federal Policy for Lunch

| Rio Grande City | | | |
|-----------------|---|------------------------------|---------------|
| Hours | Mon-Fri 7:00 AM to 9:00 PM | Sat 7:00 AM to 5:00 PM | Sun Closed |
| Shifts* | 8 AM to 4:30 PM II 12:30 PM to 9:00 PM | 7: AM to 5:00 PM | " |
| Staffing/Feds | 1 to 2 | II 1 to 2 | 1 |
| Staffing State | State will use Strike Force and Roaming Patrol - Will continuously evaluate long haul crossings | | " |

* Includes overlapping shifts for Peak Hours
Shift ending and starting may vary because of State or Federal Policy for Lunch

Brownsville

DRAFT

DRAFT

| Hours | Mon-Fri 7:00 AM to 10:00 PM | Sat 8:00 AM to 4:00 PM | Sun 8:00 AM to 4:00 PM |
|----------------|---|------------------------------|------------------------------|
| Shifts* | 7 AM II Peak Hours II 1:30 PM 3:30 P II 10A - 9P II 10:00 PM | 8 A to 4 P | 8 A to 4 P |
| Staffing/Feds | 1 to 2 II 4 to 10 II 1 to 2 | 2-4 | 1 to 2 |
| Staffing State | 1 to 2 II 4 to 12 II 1 to 2 | 2-4 | 1 to 2 |

* Includes overlapping shifts for Peak Hours

Shift ending and starting may vary because of State or Federal Policy for Lunch



U.S. Department
of Transportation

Federal Motor Carrier
Safety Administration

Office of the Administrator

400 - Seventh St., SW
Washington, DC 20590

January 28, 2002

Tommy Davis, Director
Texas Department of Public Safety
P.O. Box 4087
Austin, TX 78773-0110

Dear Director Davis:

As you are aware, President Bush has made the implementation of the cross-border commercial vehicle provisions of the North American Free Trade Agreement a priority of his Administration. The U.S. Congress acted upon this initiative by passing the FY 2002 U.S. Department of Transportation Appropriations Act which provided direction to achieve this initiative supported by specific funding for various actions necessary to ensure safety on our nation's highways.

One of the most important issues addressed by the Appropriations Act is the requirement that adequate facilities be in place at the border to conduct vehicle inspections, weight enforcement, and verification of commercial drivers licenses. Congress earmarked \$12 million specifically for Texas for improvements to the inspection infrastructure along with an additional \$54 million for the enhancement of the inspection infrastructure in all four border states.

The Federal Motor Carrier Safety Administration believes the intent of Congress to ensure safety at the border would be best served if inspection facilities are placed as close as possible to ports of entry. Once the facilities are completed, placement close to ports of entry would ensure foreign commercial vehicles are unable to take evasive routing to avoid being weighed and inspected.


I am pleased Texas has begun the planning process for the construction of additional inspection stations. These actions will significantly enhance the ability of enforcement personnel to conduct required safety and weight inspections as required by Congress.

If we can be of further assistance, please call our Division Administrator David Martin at 512-536-5980.

Sincerely yours,


Julie Cirillo
Acting Deputy Administrator

PERFORMANCE PROGRESS REPORT SF-PPR

| | | | |
|--|--|--|---------------|
| | | Page 1 | of Pages 1 |
| 1. Federal Agency and Organization Element to Which Report is Submitted FMCSA Texas Division | | 2. Federal Grant or Other Identifying Number Assigned by Federal Agency FM-BEG-0077-16-01-00 | |
| | | 3a. DUNS Number 80-678-2272 | |
| | | 3b. EIN 74-6000130 | |
| 4. Recipient Organization (Name and complete address including zip code) Texas Department of Public Safety 5805 North Lamar Blvd Austin, TX 78773-0500 | | 5. Recipient Identifying Number or Account Number 90033 | |
| 6. Project/Grant Period Start Date: (Month, Day, Year) End Date: (Month, Day, Year) 10/1/2015 09/30/2017 | | 7. Reporting Period End Date (Month, Day, Year) 06/30/2017 | |
| | | 8. Final Report? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| | | 9. Report Frequency <input type="checkbox"/> annual <input type="checkbox"/> semi-annual <input checked="" type="checkbox"/> quarterly <input type="checkbox"/> other (If other, describe: _____) | |
| 10. Performance Narrative <i>(attach performance narrative as instructed by the awarding Federal Agency)</i> Continues reporting for the FY 2016 Border Enforcement Grant (FM-BEG-0077-16-01-00) within FY 2017 period. See attached SF-PPR-B. | | | |
| 11. Other Attachments <i>(attach other documents as needed or as instructed by the awarding Federal Agency)</i> | | | |
| 12. Certification: I certify to the best of my knowledge and belief that this report is correct and complete for performance of activities for the purposes set forth in the award documents. | | | |
| 12a. Typed or Printed Name and Title of Authorized Certifying Official Steven J. Rundell | | 12c. Telephone (area code, number and extension) 512-424-2728 | |
| | | 12d. Email Address steven.rundell@dps.texas.gov | |
| 12b. Signature of Authorized Certifying Official  | | 12e. Date Report Submitted (Month, Day, Year) 06/30/2017 | |
| | | 13. Agency use only | |

FMCSA PERFORMANCE PROGRESS REPORT

1

FMCSA SF-PPR**Cover Page**

Federal Motor Carriers Safety Administration
U.S. Department of Transportation

INSTRUCTIONS**Schedule**

Submit the original progress report to the Grant Manager's Office (usually this is the State's FMCSA Division Office). Reports are due 30 days after the end of the four quarter of the fiscal year, unless otherwise noted in the award document.

A FINAL PERFORMANCE REPORT (PPR) IS DUE 90 DAYS AFTER THE PROJECT PERIOD END DATE.

| Item | Data Elements | Instructions |
|------|--|---|
| 1. | Awarding Federal agency and Organizational Element to Which Report is Submitted | Enter the name of the awarding Federal agency and organization element identified in the award document or otherwise instructed by the agency. The organizational element is a sub-agency within an awarding Federal agency. <i>Usually this will be the State FMCSA Division Office.</i> |
| 2. | Federal Grant or Other Identifying Number Assigned by the awarding Federal agency | Enter the grant/award/PO number contained in the award document. |
| 3a. | DUNS number | Enter the recipient organization's Data Universal Numbering System (DUNS) number or Central Contract Registry extended DUNS number. |
| 3b. | EIN | Enter the recipients organization's Employer Identification Number (EIN) provided by the Internal Revenue Service. |
| 4. | Recipient Organization | Enter the name of the Recipient organization and address, including zip code. |
| 5. | Recipient Account Number or Account | Enter the account number of any other identifying number assigned by the recipient to the award. This is strictly for the recipient's use only and is not required by the awarding Federal agency. |
| 6. | Project/Grant Period | Indicate the project/grant period established in the award document during which Federal sponsorship begins and ends. |
| 7. | Reporting Period End Date | Enter the ending date of the reporting period. For quarterly PPRs, the following calendar reporting period end dates shall be used: 3/31; 6/30; 9/30; and or 12/31. For final PPRs, the reporting period end date shall be the end date of the project/grant period. The frequency of required reporting is usually established in the award document. <i>In most cases, the frequency of reporting is quarterly.</i> |
| 8. | Final Report | Mark appropriate box. Check "yes" only if this is the final report for the project/grant period specified in Box 6. |
| 9. | Report or Frequency | Select the appropriate term corresponding to the requirements contained in the award document. "Other" may be used when more frequent reporting is required for high-risk grantees, as specified in OMB Circular A-110. <i>Usually the frequency of reporting is required quarterly.</i> |
| 10. | Performance Narrative | Attach a performance narrative as instructed by the awarding FMCSA Grant Program Manager (as summarized on the following page). |
| 11. | Other Attachments | Attach other documents as needed or as instructed by the awarding Federal agency. |

PERFORMANCE PROGRESS REPORT
Program Indicators SF-PPR-B

| | | | | |
|--|---|--|----------------------------|--|
| | | | Page | of Pages |
| 1. Federal Agency and Organization Element to Which Report is Submitted | 2. Federal Grant or Other Identifying Number Assigned by Federal Agency | 3a. DUNS | | 4. Reporting Period End Date <i>(Month, Day, Year)</i> |
| | | 3b. EIN | | |
| B. Program Indicators | | | | |
| (1) Activity Number or Label | (2) Activity Description | (3) Indicator or Status | (4) Explanation | |
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Note:

- Agencies will specify if this page is required
- This page can be used for one or more activities and results, and can be duplicated

Line Item Instructions for Attachment B, Program Indicators

| Item | Data Elements | Instructions |
|---------------------------|---|--|
| 1 | Awarding Federal agency and Organizational Element to Which Report is Submitted | Enter the name of the awarding Federal agency and organizational element identified in the award document or otherwise instructed by the agency. The organizational element is a sub-agency within an awarding Federal agency. |
| 2 | Federal Grant or Other Identifying Number Assigned by the awarding Federal agency | Enter the grant/award number contained in the award document. |
| 3a | DUNS Number | Enter the recipient organization's Data Universal Numbering System (DUNS) number or Central Contract Registry extended DUNS number. |
| 3b | EIN | Enter the recipient organization's Employer Identification Number (EIN) provided by the Internal Revenue Service. |
| 4 | Reporting Period End Date | Enter the ending date of the reporting period. For quarterly, semi-annual, and annual reports, the following calendar quarter reporting period end dates shall be used: 3/31; 6/30; 9/30 and or 12/31. For final PPRs, the reporting period end date shall be the end date of the project/grant period. The frequency of required reporting is usually established in the award document. |
| Program Indicators | | |
| B.(1) | Activity Number or Label | <p>Enter the Number or label used to track a particular award activity and enter the label used to associate the activity with a particular awarding Federal agency program goal, objective or program/priority area.</p> <p><i>(Awarding Federal agencies may provide guidance on format and purpose of this number or label. For example, an agency may prescribe specific activities or may prescribe how to map activities to specific goals, objectives or program/priority areas, or may leave determination to the recipient).</i></p> |
| B.(2) | Activity Description | <p>Describe the approved award activities performed to achieve short and long-term goals, associated with expenditures being reported.</p> <p><i>(Awarding Federal agencies may provide guidance on the level of detail and types of activities identified).</i></p> |
| B.(3) | Indicator or Status | State if the project is completed, not completed or ongoing. |
| B.(4) | Explanation | If you did not meet or expect to meet your target, you must explain. |



STEVEN C. McCRAW
DIRECTOR
DAVID G. BAKER
ROBERT J. BODISCH, SR.
DEPUTY DIRECTORS

TEXAS DEPARTMENT OF PUBLIC SAFETY

5805 N LAMAR BLVD/ PO BOX 4087, AUSTIN, TX 78773-0500
(512) 424-5296

www.txdps.state.tx.us

TEXAS HIGHWAY PATROL DIVISION

June 30, 2017



COMMISSION
STEVEN P. MACH, CHAIRMAN
MANNY FLORES
A. CYNTHIA LEON
JASON K. PULLIAM
RANDY WATSON

Let this provide the Federal Motor Carrier Safety Administration with a quarterly update on the progress that the Texas Department of Public Safety (DPS) has made in implementing the Texas Commercial Vehicle Border Safety Plan (Federal Project # FM-BEG-0077-16-01-00).

FFY 2017 – Third Quarter Report

- **Border Inspection Facilities (Permanent/Temporary)**

DPS is currently staffing 8 permanent/temporary border safety inspection facilities with both troopers and noncommissioned commercial motor vehicle (CMV) inspectors. Permanent facilities at the Bridge of the Americas (BOTA), the Zaragoza/Ysleta, both in El Paso, as well as the new Columbia Bridge in Laredo are operational, though not fully equipped with all planned ITS components. Other border inspection personnel continue to be housed in portable office trailers at the temporary border safety inspection facilities. Listed below are the permanent/temporary border safety inspection facilities current status:

- **Brownsville - Los Tomates/Veteran's International Bridge**

Staffing: 2 sergeants, 6 troopers, and 14 CMV inspectors.

- **Brownsville - Los Indios/Free Trade Bridge**

Staffing: 1 sergeants, 3 troopers, and 5 CMV inspectors.

- **Pharr – Reynosa International Bridge**

Staffing: 2 sergeants, 11 troopers, and 21 CMV inspectors.

- **Laredo – World Trade Bridge**

Staffing: 1 captain, 2 sergeants, 3 troopers, 19 CMV inspectors.

- **Laredo – Columbia Bridge**

Staffing: 1 sergeants, 6 troopers, and 20 CMV inspectors.

- **Eagle Pass – Camino Real International Bridged**

Staffing: 1 lieutenant, 2 sergeant, 5 troopers and 5 CMV inspectors and one administrative assistant.

- **El Paso – Bridge of the Americas (BOTA)**

Staffing: 1 lieutenant, 2 sergeants, 4 troopers, and 15 CMV inspectors.

- **El Paso – Ysleta/Zaragoza Bridge**

Staffing: 1 captain, 1 lieutenant, 2 sergeants, 5 troopers, and 18 CMV inspectors.

- **Personnel**

A summary of the full time personnel positions associated with the project follows:

| Type of Personnel | Number of Personnel |
|---|----------------------------|
| Commissioned Troopers & Supervisory Personnel | 84 |
| CMV Inspectors | 120 |
| Administrative Assistants | 12 |
| Commissioned Technical Training Staff | 3 |
| Total Staff | 219 |

The Texas Border Staffing Plan has also stationed personnel near the U.S. Customs and Border Protection ports-of-entry in Rio Grande City (3 troopers BEG), Progreso (3 troopers BEG), El Paso vicinity (1 sergeant, 9 troopers BEG) and Del Rio (1 Lieutenant, 1 sergeant, 1 trooper, 2 inspectors BEG), so that commercial motor vehicles entering Texas at these locations can also be inspected on a regular basis. The Texas Department of Public Safety has installed a portable office trailer within the Del Rio port-of-entry and the Del Rio BSIF remains fully operational. No further upgrades are planned for the Del Rio BSIF. The DPS continues to make periodic manpower adjustments to ensure that our border inspection personnel are stationed where the maximum number of vehicles can be inspected and appropriate supervisory span of control is maintained.

Total Personnel currently in Place: 219

Personnel rosters for all border enforcement personnel are attached to this quarterly update.

- **Equipment**

Regularly scheduled equipment replacement continued during the period.

- **Scales**

Semi-portable static weight scales have been assigned to the major CMV crossings between Texas and Mexico, including the 5 temporary border safety inspection facilities and at our facility at the Del Rio Port-of-Entry.

Current Status of BSIF Fixed & Semi-Portable Scales

| Location | Operational Status | Repair Status |
|---------------------|---------------------------|----------------------|
| Los Tomates POE | Operational | N/A |
| Los Indios POE | Operational | N/A |
| Progreso POE | Operational | N/A |
| Pharr POE | Operational | N/A |
| Rio Grande City POE | Operational | N/A |
| World Trade POE | Operational | N/A |
| Columbia POE | Operational | N/A |
| Camino Real POE | Non-Operational | Pending Repair |
| Del Rio POE | Non-Operational | Pending Repair |
| Presidio POE | Operational | N/A |
| BOTA POE (Fixed) | Operational | N/A |
| Ysleta POE (Fixed) | Operational | N/A |

- **Weigh-In-Motion Scales**

Weigh-in-motion scales have been installed at the following temporary and permanent border safety inspection facilities: El Paso – BOTA (Permanent), Eagle Pass – Camino Real, Laredo – World Trade, Laredo – Columbia, Pharr – Reynosa, Brownsville – Los Tomates, and Brownsville – Los Indios.

Current Status of BSIF WIM Scales

| Location | Operational Status | Repair Status |
|-----------------|---------------------------|----------------------|
| Los Tomates POE | Operational | N/A |
| Los Indios POE | Operational | N/A |
| Pharr POE | Operational | N/A |
| World Trade POE | Operational | N/A |
| Columbia POE | Operational | N/A |
| Camino Real POE | Operational | N/A |
| BOTA POE | Operational | N/A |
| Ysleta POE | Operational | N/A |

- **Statistical Summaries**

Border inspection statistics through the Third Quarter of Federal Fiscal Year 2017 are attached.

The DPS requests that the Federal Motor Carrier Safety Administration continues to consider our border staffing needs as a priority for future funding. The DPS will continue to report our progress in implementing the provisions of the Texas Border Staffing Plan quarterly, until each permanent border inspection facility is constructed and operational.

Current Impediments and Planned Resolutions

World Trade Bridge Weight Enforcement Issue:

Rabid bats have taken to nesting in the area that our inspectors manage our weight enforcement operations and it is currently impeding semi-portable scale operations. The situation is currently being assessed and it is our hope to find a solution and return to weight enforcement as soon as possible. Vehicles are still being inspected at WTB inside the Customs Lot facility.

World Trade Bridge Temporary Offices Damaged by Tornado

The office and inspection temporary building facility was recently damaged by a tornado and is in need of replacement. Facility procurement options are under consideration. Inspection work continues at the facility.

Los Indios Bridge Temporary Offices and Inspection Facility Replacement

A new trailer was planned for placement at the Los Indios facility inspection facility but procurement issues have pushed this back. Different replacement and staffing options are currently under assessment. Inspection work continues at the facility.

Border Inspections
Oct. 1, 2016 to 6/30/2017

EL PASO - BOTA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|-----------|----------|----------|----------|
| 17459 | 1 | 2077 | 12 | 29 | 0 | 6 | 0 |
| 447 | 2 | 53 | 12 | 0 | 0 | 2 | 0 |
| 2 | 3 | 0 | 0 | 1 | 50 | 0 | 0 |
| 17908 | | 2130 | 12 | 30 | 0 | 8 | 0 |

EL PASO - YSLETA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|-----------|----------|------------|----------|
| 18477 | 1 | 1755 | 9 | 61 | 0 | 390 | 2 |
| 130 | 2 | 19 | 15 | 8 | 6 | 22 | 17 |
| 2 | 3 | 0 | 0 | 1 | 50 | 0 | 0 |
| 18609 | | 1774 | 10 | 70 | 0 | 412 | 2 |

LAREDO - COLUMBIA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|------------|----------|-------------|----------|
| 9395 | 1 | 3686 | 39 | 97 | 1 | 776 | 8 |
| 1552 | 2 | 403 | 26 | 15 | 1 | 313 | 20 |
| 3110 | 3 | 42 | 1 | 30 | 1 | 201 | 6 |
| 14057 | | 4131 | 29 | 142 | 1 | 1290 | 9 |

LAREDO - WORLD TRADE - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|-------------|-----------|------------|----------|----------|----------|
| 5685 | 1 | 1746 | 31 | 75 | 1 | 3 | 0 |
| 2775 | 2 | 532 | 19 | 44 | 2 | 1 | 0 |
| 124 | 3 | 2 | 2 | 1 | 1 | 0 | 0 |
| 8584 | | 2280 | 27 | 120 | 1 | 4 | 0 |

DEL RIO - CIUDAD ACUNA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|------------|-----------|----------|----------|-----------|----------|
| 147 | 1 | 25 | 17 | 0 | 0 | 35 | 24 |
| 1991 | 2 | 309 | 16 | 6 | 0 | 31 | 2 |
| 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2139 | | 334 | 16 | 6 | 0 | 66 | 3 |

EAGLE PASS - CAMINO REAL - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|-------------|-----------|-----------|----------|------------|----------|
| 2271 | 1 | 683 | 30 | 18 | 1 | 120 | 5 |
| 1902 | 2 | 419 | 22 | 11 | 1 | 89 | 5 |
| 36 | 3 | 0 | 0 | 2 | 6 | 2 | 6 |
| 4209 | | 1102 | 26 | 31 | 1 | 211 | 5 |

BROWNSVILLE - LOS INDIOS - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|------------|-----------|----------|----------|------------|-----------|
| 1042 | 1 | 315 | 30 | 7 | 1 | 98 | 9 |
| 89 | 2 | 37 | 42 | 1 | 1 | 17 | 19 |
| 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1149 | | 352 | 31 | 8 | 1 | 115 | 10 |

BROWNSVILLE - LOS TOMATES - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|-----------|----------|------------|----------|
| 10291 | 1 | 1928 | 19 | 16 | 0 | 304 | 3 |
| 3160 | 2 | 377 | 12 | 5 | 0 | 214 | 7 |
| 25 | 3 | 1 | 4 | 0 | 0 | 0 | 0 |
| 13476 | | 2306 | 17 | 21 | 0 | 518 | 4 |

MCALLEN - PHARR - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|-----------|----------|------------|----------|
| 13387 | 1 | 1760 | 13 | 33 | 0 | 591 | 4 |
| 2487 | 2 | 339 | 14 | 19 | 1 | 250 | 10 |
| 1575 | 3 | 21 | 1 | 5 | 0 | 0 | 0 |
| 17449 | | 2120 | 12 | 57 | 0 | 841 | 5 |

FFY 2017 (Q1 - Q3) Totals

| INSPECTIONS | LEVELS | VOOS | VOOS% | DOOS | DOOS% | HM | HM% |
|--------------|----------------|--------------|---------------|------------|--------------|-------------|--------------|
| 97580 | 1, 2, 3 | 16529 | 16.94% | 485 | 0.50% | 3465 | 3.55% |

Border Inspections
Oct. 1, 2015 to Sep. 30, 2016

EL PASO - BOTA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|-----------|----------|-----------|----------|
| 25289 | 1 | 3269 | 13 | 84 | 0 | 43 | 0 |
| 1120 | 2 | 111 | 10 | 1 | 0 | 12 | 1 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 26411 | | 3380 | 13 | 85 | 0 | 55 | 0 |

EL PASO - YSLETA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|-----------|----------|------------|----------|
| 20522 | 1 | 1996 | 10 | 57 | 0 | 575 | 3 |
| 197 | 2 | 21 | 11 | 2 | 1 | 15 | 8 |
| 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20720 | | 2017 | 10 | 59 | 0 | 590 | 3 |

LAREDO - COLUMBIA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|------------|----------|-------------|-----------|
| 10663 | 1 | 3729 | 35 | 66 | 1 | 1027 | 10 |
| 1689 | 2 | 468 | 28 | 9 | 1 | 323 | 19 |
| 2838 | 3 | 31 | 1 | 50 | 2 | 256 | 9 |
| 15190 | | 4228 | 28 | 125 | 1 | 1606 | 11 |

LAREDO - WORLD TRADE - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|------------|----------|-----------|----------|
| 4804 | 1 | 1401 | 29 | 59 | 1 | 5 | 0 |
| 8295 | 2 | 1327 | 16 | 118 | 1 | 11 | 0 |
| 1891 | 3 | 30 | 2 | 8 | 0 | 0 | 0 |
| 14990 | | 2758 | 18 | 185 | 1 | 16 | 0 |

DEL RIO - CIUDAD ACUNA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|------------|-----------|----------|----------|-----------|----------|
| 197 | 1 | 30 | 15 | 0 | 0 | 3 | 2 |
| 2241 | 2 | 319 | 14 | 1 | 0 | 54 | 2 |
| 2438 | | 349 | 14 | 1 | 0 | 57 | 2 |

EAGLE PASS - CAMINO REAL - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|-------------|-----------|-----------|----------|------------|----------|
| 2190 | 1 | 640 | 29 | 20 | 1 | 141 | 6 |
| 3886 | 2 | 861 | 22 | 28 | 1 | 145 | 4 |
| 52 | 3 | 1 | 2 | 1 | 2 | 0 | 0 |
| 6128 | | 1502 | 25 | 49 | 1 | 286 | 5 |

BROWNSVILLE - LOS INDIOS - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|------|--------|------|--------|-----|------|
| 1412 | 1 | 462 | 33 | 13 | 1 | 148 | 10 |
| 110 | 2 | 38 | 35 | 0 | 0 | 14 | 13 |

Border Inspections
Oct. 1, 2015 to Sep. 30, 2016

| | | | | | | | |
|-------------|---|------------|-----------|-----------|----------|------------|-----------|
| 17 | 3 | 0 | 0 | 0 | 0 | 1 | 6 |
| 1539 | | 500 | 32 | 13 | 1 | 163 | 11 |

BROWNSVILLE - LOS TOMATES - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|-----------|----------|------------|----------|
| 12850 | 1 | 2755 | 21 | 29 | 0 | 374 | 3 |
| 2943 | 2 | 369 | 13 | 12 | 0 | 268 | 9 |
| 79 | 3 | 2 | 3 | 17 | 22 | 10 | 13 |
| 15872 | | 3126 | 20 | 58 | 0 | 652 | 4 |

MCALLEN - PHARR - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|-----------|----------|------------|----------|
| 17495 | 1 | 2450 | 14 | 39 | 0 | 646 | 4 |
| 2362 | 2 | 314 | 13 | 14 | 1 | 161 | 7 |
| 4351 | 3 | 46 | 1 | 17 | 0 | 1 | 0 |
| 24208 | | 2810 | 12 | 70 | 0 | 808 | 3 |

FFY 2016 Year Totals

| INSPECTIONS | LEVELS | VOOS | VOOS% | DOOS | DOOS% | HM | HM% |
|---------------|----------------|--------------|---------------|------------|--------------|-------------|--------------|
| 127496 | 1, 2, 3 | 20670 | 15.85% | 645 | 0.43% | 4233 | 3.76% |

Border Inspections
Oct. 1, 2014 to Sep 30, 2015

EL PASO - BOTA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|--------------|-----------|-------------|------------|-------------|
| 25512 | 1 | 3284 | 12.9% | 71 | 0.3% | 76 | 0.3% |
| 815 | 2 | 90 | 11.0% | 3 | 0.4% | 30 | 3.7% |
| 54 | 3 | 0 | 0.0% | 2 | 3.7% | 0 | 0.0% |
| 26381 | | 3374 | 12.8% | 76 | 0.3% | 106 | 0.4% |

EL PASO - YSLETA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-------------|-----------|-------------|------------|-------------|
| 17873 | 1 | 1543 | 8.6% | 32 | 0.2% | 394 | 2.2% |
| 247 | 2 | 25 | 10.1% | 1 | 0.4% | 31 | 12.6% |
| 10 | 3 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 18130 | | 1568 | 8.6% | 33 | 0.2% | 425 | 2.3% |

LAREDO - COLUMBIA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|--------------|------------|-------------|-------------|--------------|
| 9279 | 1 | 2979 | 32.1% | 97 | 1.0% | 762 | 8.2% |
| 1509 | 2 | 407 | 27.0% | 16 | 1.1% | 352 | 23.3% |
| 2340 | 3 | 31 | 1.3% | 41 | 1.8% | 217 | 9.3% |
| 13128 | | 3417 | 26.0% | 154 | 1.2% | 1331 | 10.1% |

LAREDO - WORLD TRADE - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|--------------|------------|-------------|-----------|-------------|
| 8914 | 1 | 2883 | 32.3% | 113 | 1.3% | 0 | 0.0% |
| 3451 | 2 | 1029 | 29.8% | 66 | 1.9% | 11 | 0.3% |
| 2033 | 3 | 33 | 1.6% | 8 | 0.4% | 0 | 0.0% |
| 14398 | | 3945 | 27.4% | 187 | 1.3% | 11 | 0.1% |

DEL RIO - CIUDAD ACUNA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|------------|--------------|----------|-------------|-----------|-------------|
| 281 | 1 | 32 | 11.4% | 0 | 0.0% | 2 | 0.7% |
| 1914 | 2 | 248 | 13.0% | 1 | 0.1% | 48 | 2.5% |
| 6 | 3 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 2201 | | 280 | 12.7% | 1 | 0.0% | 50 | 2.3% |

EAGLE PASS - CAMINO REAL - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|-------------|--------------|----------|-------------|------------|-------------|
| 3033 | 1 | 777 | 25.6% | 4 | 0.1% | 196 | 6.5% |
| 2036 | 2 | 389 | 19.1% | 2 | 0.1% | 120 | 5.9% |
| 21 | 3 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 5090 | | 1166 | 22.9% | 6 | 0.1% | 316 | 6.2% |

BROWNSVILLE - LOS INDIOS - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|------------|--------------|-----------|-------------|------------|--------------|
| 1933 | 1 | 626 | 32.4% | 18 | 0.9% | 197 | 10.2% |
| 155 | 2 | 33 | 21.3% | 0 | 0.0% | 30 | 19.4% |
| 24 | 3 | 0 | 0.0% | 0 | 0.0% | 1 | 4.2% |
| 2112 | | 659 | 31.2% | 18 | 0.9% | 228 | 10.8% |

BROWNSVILLE - LOS TOMATES - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|--------------|-----------|-------------|------------|-------------|
| 9504 | 1 | 2401 | 25.3% | 18 | 0.2% | 221 | 2.3% |
| 2404 | 2 | 388 | 16.1% | 7 | 0.3% | 226 | 9.4% |
| 104 | 3 | 1 | 1.0% | 2 | 1.9% | 1 | 1.0% |
| 12012 | | 2790 | 23.2% | 27 | 0.2% | 448 | 3.7% |

MCALLEN - PHARR - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|--------------|-----------|-------------|-------------|-------------|
| 20017 | 1 | 3371 | 16.8% | 34 | 0.2% | 887 | 4.4% |
| 2978 | 2 | 448 | 15.0% | 12 | 0.4% | 183 | 6.1% |
| 4488 | 3 | 34 | 0.8% | 19 | 0.4% | 4 | 0.1% |
| 27483 | | 3853 | 14.0% | 65 | 0.2% | 1074 | 3.9% |

FFY 2015 Totals all quarters

| INSPECTIONS | LEVELS | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|---------------|----------------|--------------|---------------|------------|--------------|-------------|--------------|
| 120935 | 1, 2, 3 | 21052 | 17.41% | 567 | 0.47% | 3989 | 3.30% |

Border Inspections
Oct. 1, 2013 to Sept. 30, 2014

EL PASO - BOTA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|-----------|----------|-----------|----------|
| 21682 | 1 | 2201 | 10 | 14 | 0 | 26 | 0 |
| 707 | 2 | 65 | 9 | 1 | 0 | 17 | 2 |
| 51 | 3 | 0 | 0 | 1 | 2 | 0 | 0 |
| 22440 | | 2266 | 10 | 16 | 0 | 43 | 0 |

EL PASO - YSLETA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|----------|-----------|----------|------------|----------|
| 23472 | 1 | 2056 | 9 | 80 | 0 | 490 | 2 |
| 543 | 2 | 47 | 9 | 3 | 1 | 56 | 10 |
| 7 | 3 | 1 | 14 | 2 | 29 | 0 | 0 |
| 24022 | | 2104 | 9 | 85 | 0 | 546 | 2 |

LAREDO - COLUMBIA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|------------|----------|-------------|-----------|
| 9859 | 1 | 2819 | 29 | 102 | 1 | 972 | 10 |
| 2267 | 2 | 594 | 26 | 22 | 1 | 262 | 12 |
| 1161 | 3 | 17 | 1 | 23 | 2 | 48 | 4 |
| 13287 | | 3430 | 26 | 147 | 1 | 1282 | 10 |

LAREDO - WORLD TRADE - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|------------|----------|----------|----------|
| 9125 | 1 | 2639 | 29 | 106 | 1 | 0 | 0 |
| 3140 | 2 | 704 | 22 | 42 | 1 | 7 | 0 |
| 2827 | 3 | 27 | 1 | 20 | 1 | 0 | 0 |
| 15092 | | 3370 | 22 | 168 | 1 | 7 | 0 |

DEL RIO - CIUDAD ACUNA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|------------|-----------|----------|----------|-----------|----------|
| 233 | 1 | 24 | 10 | 0 | 0 | 7 | 3 |
| 2019 | 2 | 234 | 12 | 0 | 0 | 52 | 3 |
| 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2262 | | 258 | 11 | 0 | 0 | 59 | 3 |

EAGLE PASS - CAMINO REAL - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|------------|-----------|----------|----------|------------|----------|
| 2342 | 1 | 517 | 22 | 4 | 0 | 156 | 7 |
| 2674 | 2 | 455 | 17 | 5 | 0 | 123 | 5 |
| 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5024 | | 972 | 19 | 9 | 0 | 279 | 6 |

BROWNSVILLE - LOS INDIOS - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|------------|-----------|-----------|----------|------------|-----------|
| 2930 | 1 | 599 | 20 | 29 | 1 | 421 | 14 |
| 106 | 2 | 23 | 22 | 2 | 2 | 11 | 10 |
| 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3046 | | 622 | 20 | 31 | 1 | 432 | 14 |

BROWNSVILLE - LOS TOMATES - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|-----------|----------|------------|----------|
| 10855 | 1 | 2683 | 25 | 13 | 0 | 276 | 3 |
| 2053 | 2 | 402 | 20 | 5 | 0 | 173 | 8 |
| 183 | 3 | 8 | 4 | 13 | 7 | 6 | 3 |
| 13091 | | 3093 | 24 | 31 | 0 | 455 | 3 |

MCALLEN - PHARR - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|-----------|-----------|----------|-------------|----------|
| 18365 | 1 | 2965 | 16 | 21 | 0 | 1223 | 7 |
| 5621 | 2 | 687 | 12 | 19 | 0 | 362 | 6 |
| 2602 | 3 | 20 | 1 | 10 | 0 | 9 | 0 |
| 26588 | | 3672 | 14 | 50 | 0 | 1594 | 6 |

FFY 2014 Year Totals

| INSPECTIONS | LEVELS | VOOS | VOOS% | DOOS | DOOS% | HM | HM% |
|---------------|----------------|--------------|---------------|------------|--------------|-------------|--------------|
| 124852 | 1, 2, 3 | 19787 | 15.85% | 537 | 0.43% | 4697 | 3.76% |

Border Inspections
Oct. 1, 2012 to Sept. 30, 2013

EL PASO - BOTA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|----------|-----------|----------|-----------|----------|
| 21491 | 1 | 2043 | 204300 | 15 | 1500 | 14 | 1400 |
| 725 | 2 | 91 | 4550 | 0 | 0 | 12 | 600 |
| 9 | 3 | 0 | 0 | 1 | 33 | 0 | 0 |
| 22225 | | 2134 | 0 | 16 | 0 | 26 | 0 |

EL PASO - YSLETA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|----------|-----------|----------|------------|----------|
| 23624 | 1 | 2151 | 215100 | 36 | 3600 | 421 | 42100 |
| 901 | 2 | 99 | 4950 | 5 | 250 | 72 | 3600 |
| 5 | 3 | 3 | 100 | 0 | 0 | 0 | 0 |
| 24530 | | 2253 | 0 | 41 | 0 | 493 | 0 |

LAREDO - COLUMBIA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|----------|-----------|----------|-------------|----------|
| 8540 | 1 | 1779 | 177900 | 59 | 5900 | 846 | 84600 |
| 2966 | 2 | 691 | 34550 | 17 | 850 | 202 | 10100 |
| 1077 | 3 | 13 | 433 | 17 | 567 | 51 | 1700 |
| 12583 | | 2483 | 0 | 93 | 0 | 1099 | 0 |

LAREDO - WORLD TRADE - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|----------|------------|----------|-----------|----------|
| 9054 | 1 | 3362 | 336200 | 97 | 9700 | 9 | 900 |
| 2565 | 2 | 823 | 41150 | 51 | 2550 | 4 | 200 |
| 2579 | 3 | 25 | 833 | 52 | 1733 | 0 | 0 |
| 14198 | | 4210 | 0 | 200 | 0 | 13 | 0 |

DEL RIO - CIUDAD ACUNA - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|------------|----------|----------|----------|-----------|----------|
| 301 | 1 | 48 | 4800 | 0 | 0 | 12 | 1200 |
| 1959 | 2 | 206 | 10300 | 1 | 50 | 38 | 1900 |
| 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2274 | | 254 | 0 | 1 | 0 | 50 | 0 |

EAGLE PASS - CAMINO REAL - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|------------|----------|----------|----------|------------|----------|
| 3164 | 1 | 509 | 50900 | 4 | 400 | 178 | 17800 |
| 1986 | 2 | 295 | 14750 | 5 | 250 | 101 | 5050 |
| 38 | 3 | 1 | 33 | 0 | 0 | 2 | 67 |
| 5188 | | 805 | 0 | 9 | 0 | 281 | 0 |

BROWNSVILLE - LOS INDIOS - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|-------------|-------|------------|----------|-----------|----------|------------|----------|
| 3668 | 1 | 546 | 54600 | 53 | 5300 | 531 | 53100 |
| 15 | 2 | 6 | 300 | 1 | 50 | 1 | 50 |
| 4 | 3 | 0 | 0 | 0 | 0 | 1 | 33 |
| 3687 | | 552 | 0 | 54 | 0 | 533 | 0 |

BROWNSVILLE - LOS TOMATES - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|----------|-----------|----------|------------|----------|
| 14292 | 1 | 3126 | 312600 | 15 | 1500 | 405 | 40500 |
| 1271 | 2 | 219 | 10950 | 5 | 250 | 195 | 9750 |
| 179 | 3 | 8 | 267 | 6 | 200 | 10 | 333 |
| 15742 | | 3353 | 0 | 26 | 0 | 610 | 0 |

MCALLEN - PHARR - MEXICAN INSPECTIONS

| INSPECTIONS | LEVEL | VOOS | VOOS % | DOOS | DOOS % | HM | HM % |
|--------------|-------|-------------|----------|-----------|----------|-------------|----------|
| 16674 | 1 | 2636 | 263600 | 15 | 1500 | 1299 | 129900 |
| 4296 | 2 | 493 | 24650 | 11 | 550 | 377 | 18850 |
| 4267 | 3 | 27 | 900 | 15 | 500 | 10 | 333 |
| 25237 | | 3156 | 0 | 41 | 0 | 1686 | 0 |

FFY 2013 Year Totals

| INSPECTIONS | LEVELS | VOOS | VOOS% | DOOS | DOOS% | HM | HM% |
|---------------|----------------|--------------|---------------|------------|--------------|-------------|--------------|
| 125664 | 1, 2, 3 | 19200 | 15.28% | 481 | 0.38% | 4791 | 3.81% |

Inspections by Unit at Border Bridges
Oct 1, 2015 to September 30, 2016

| Bus Inspections Conducted @ POE's | | | | | |
|---|------------------------------|-------------|---------------|-------------|---------------|
| Location & Code # | Number of Inspections | VOOS | VOOS % | DOOS | DOOS % |
| Hidalgo 3A201 PHARR | 153 | 13 | 8.5% | 6 | 3.9% |
| Cameron 3A401 Los To 3A501 Los I | 138 | 38 | 27.5% | 42 | 30.4% |
| Webb 3B101 LJB, 3B201 World, 3B501 Colum | 640 | 58 | 9.1% | 2 | 0.3% |
| Maverick 3C501 Eagle | 6 | 2 | 33.3% | 1 | 16.7% |
| Val Verde 3C601 Del R | 1 | 1 | 100.0% | 1 | 100.0% |
| El Paso 4A501 Bota, 4A701 Yslet | 133 | 7 | 5.3% | 3 | 2.3% |
| Totals | 1071 | 119 | 11.11% | 55 | 5.14% |

| All Other Bus Inspections Conducted in Texas | | | | | |
|---|------------------------------|-------------|---------------|-------------|---------------|
| Location | Number of Inspections | VOOS | VOOS % | DOOS | DOOS % |
| Texas | 1962 | 142 | 7.24% | 59 | 3.01% |
| Total Bus Inspections ALL | 3033 | 261 | 8.6% | 114 | 3.8% |

Inspections by Unit at Border Bridges(DPS only)

Oct 1, 2015 to September 30, 2016

| Bus Inspections Conducted @ POE's(10/01/2015 to 10/01/2016) | | | | | |
|---|--------------------------|------------|--------------|-----------|-------------|
| Location &Code # | Number of Inspections | Voos | Percent | Doos | Percent |
| 3A201 PHARR Hidalgo | 153 | 13 | 8.5% | 6 | 3.9% |
| 3A401 Los To 3A501 Los I Cameron | 138 | 38 | 27.5% | 42 | 30.4% |
| 3B101 LJB, 3B201 World, 3B501 Colum Webb | 640 | 58 | 9.1% | 2 | 0.3% |
| 3C501 Eagle Maverick | 6 | 2 | 33.3% | 1 | 16.7% |
| 3C601 Del R Val Verde | 1 | 1 | 100.0% | 1 | 100.0% |
| 4A501 Bota, 4A701 Yslet El Paso | 133 | 7 | 5.3% | 3 | 2.3% |
| Totals | 1071 | 119 | 11.1% | 55 | 5.1% |

| All other Bus Inspections Conducted in Texas | | | | | |
|--|--------------------------|------|-------|------|-------|
| Location | Number of Inspections | Voos | Voos% | Doos | Doos% |
| Texas | 1966 | 143 | 7.27% | 59 | 3.00% |

| | | | | | |
|----------------------------------|-------------|------------|--------------|------------|--------------|
| Total Bus Inspections all | 3037 | 262 | 8.63% | 114 | 3.75% |
|----------------------------------|-------------|------------|--------------|------------|--------------|

Bus Inspections Conducted @ POE's(10/01/2016 to 07/01/2017)

| Location &Code # | Number of Inspections | Voos | Percent | Doos | Percent |
|---------------------------------|----------------------------------|-------------|----------------|-------------|----------------|
| Vetern's Bridge 3A401 | 42 | 2 | 4.8% | 0 | 0.0% |
| Los Indios 3A501 | 17 | 12 | 70.6% | 13 | 76.5% |
| Progreso 3A101 | 0 | 0 | 0.0% | 0 | 0.0% |
| Pharr Bridge 3A201 | 38 | 4 | 10.5% | 3 | 7.9% |
| Roma 3B802 | 0 | 0 | 0.0% | 0 | 0.0% |
| Laredo Bridge II 3B101 | 597 | 89 | 14.9% | 8 | 1.3% |
| World Trade Bridge 3B201 | 11 | 0 | 0.0% | 0 | 0.0% |
| Columbia 3B501 | 0 | 0 | 0.0% | 0 | 0.0% |
| Eagle Pass 3C501 | 10 | 3 | 30.0% | 2 | 20.0% |
| Del Rio 3C601 | 0 | 0 | 0.0% | 0 | 0.0% |
| Presidio 4B102 | 0 | 0 | 0.0% | 0 | 0.0% |
| Ysleta 4B301 | 0 | 0 | 0.0% | 0 | 0.0% |
| BOTA 4B201 | 0 | 0 | 0.0% | 0 | 0.0% |
| Totals | 715 | 110 | 15.4% | 26 | 3.6% |

Mexico border

| Location &Code # | Number of Inspections | Voos | Percent | Doos | Percent |
|---------------------------------|----------------------------------|-------------|----------------|-------------|----------------|
| I-20 @ PENWELL 4A105 | 0 | 0 | 0.0% | 0 | 0.0% |
| I-20 @ PENWELL 4A106 | 0 | 0 | 0.0% | 0 | 0.0% |
| I-35 @ DEVINE 6A201 | 92 | 8 | 8.7% | 8 | 8.7% |

| | | | | | |
|------------------------------|------------|-----------|--------------|-----------|-------------|
| US 281 @ FALFURRIAS 3C301 | 0 | 0 | 0.0% | 0 | 0.0% |
| US 77 @ RIVIERA 3C201 | 54 | 11 | 20.4% | 6 | 11.1% |
| Totals | 146 | 19 | 13.0% | 14 | 9.6% |

| All other Bus Inspections Conducted in Texas | | | | | |
|--|--------------------------|------|--------|------|--------|
| Location | Number of Inspections | Voos | Voos% | Doos | Doos% |
| Texas | 1580 | 171 | 10.82% | 159 | 10.06% |

| | | | | | |
|----------------------------------|-------------|------------|---------------|------------|--------------|
| Total Bus Inspections all | 2441 | 300 | 12.29% | 199 | 8.15% |
|----------------------------------|-------------|------------|---------------|------------|--------------|

Bus Inspections Conducted @ POE's(10/01/2015 to 10/01/2016)

| Location &Code # | Number of Inspections | Voos | Percent | Doos | Percent |
|---------------------------------|----------------------------------|-------------|----------------|-------------|----------------|
| Vetern's Bridge 3A401 | 39 | 3 | 7.7% | 0 | 0.0% |
| Los Indios 3A501 | 4 | 3 | 75.0% | 4 | 100.0% |
| Progreso 3A101 | 0 | 0 | 0.0% | 0 | 0.0% |
| Pharr Bridge 3A201 | 45 | 3 | 6.7% | 4 | 8.9% |
| Roma 3B802 | 0 | 0 | 0.0% | 0 | 0.0% |
| Laredo Bridge II 3B101 | 401 | 52 | 13.0% | 0 | 0.0% |
| World Trade Bridge 3B201 | 17 | 2 | 11.8% | 0 | 0.0% |
| Columbia 3B501 | 2 | 0 | 0.0% | 0 | 0.0% |
| Eagle Pass 3C501 | 4 | 1 | 25.0% | 1 | 25.0% |
| Del Rio 3C601 | 0 | 0 | 0.0% | 0 | 0.0% |
| Presidio 4B102 | 0 | 0 | 0.0% | 0 | 0.0% |
| Ysleta 4B301 | 0 | 0 | 0.0% | 0 | 0.0% |
| BOTA 4B201 | 0 | 0 | 0.0% | 0 | 0.0% |
| Totals | 512 | 64 | 12.5% | 9 | 1.8% |

Mexico border

| Location &Code # | Number of Inspections | Voos | Percent | Doos | Percent |
|---------------------------------|----------------------------------|-------------|----------------|-------------|----------------|
| I-20 @ PENWELL 4A105 | 0 | 0 | 0.0% | 0 | 0.0% |
| I-20 @ PENWELL 4A106 | 0 | 0 | 0.0% | 0 | 0.0% |
| I-35 @ DEVINE 6A201 | 80 | 7 | 8.8% | 6 | 7.5% |

| | | | | | |
|------------------------------|------------|-----------|--------------|-----------|-------------|
| US 281 @ FALFURRIAS 3C301 | 0 | 0 | 0.0% | 0 | 0.0% |
| US 77 @ RIVIERA 3C201 | 125 | 16 | 12.8% | 9 | 7.2% |
| Totals | 205 | 23 | 11.2% | 15 | 7.3% |

| All other Bus Inspections Conducted in Texas | | | | | |
|--|--------------------------|------|-------|------|-------|
| Location | Number of Inspections | Voos | Voos% | Doos | Doos% |
| Texas | 2319 | 175 | 7.55% | 90 | 3.88% |

| | | | | | |
|--------------------------------------|-------------|------------|--------------|------------|--------------|
| Total Bus Inspections all | 3036 | 262 | 8.63% | 114 | 3.75% |
|--------------------------------------|-------------|------------|--------------|------------|--------------|

FY 2015 Motor Coach Statistics

| Bus Inspections Conducted @ POE's (10/1/2014 to 9/30/2015) | | | | | |
|--|-----------------------|------------|---------------|-----------|--------------|
| Location & Code # | Number of Inspections | VOOS | VOOS % | DOOS | DOOS % |
| Veteran's Bridge 3A401 | 148 | 13 | 8.8% | 0 | 0.0% |
| Los Indios 3A501 | 19 | 17 | 89.5% | 15 | 78.9% |
| Progreso 3A101 | 0 | 0 | 0.0% | 0 | 0.0% |
| Pharr Bridge 3A201 | 78 | 13 | 16.7% | 1 | 1.3% |
| Roma 3B802 | 0 | 0 | 0.0% | 0 | 0.0% |
| Laredo Bridge II 3B101 | 977 | 247 | 25.3% | 32 | 3.3% |
| World Trade Bridge 3B201 | 86 | 4 | 4.7% | 0 | 0.0% |
| Columbia 3B501 | 2 | 0 | 0.0% | 0 | 0.0% |
| Eagle Pass 3C501 | 1 | 0 | 0.0% | 0 | 0.0% |
| Del Rio 3C601 | 1 | 0 | 0.0% | 0 | 0.0% |
| Presidio 4B102 | 0 | 0 | 0.0% | 0 | 0.0% |
| Ysleta 4B301 | 0 | 0 | 0.0% | 0 | 0.0% |
| BOTA 4B201 | 0 | 0 | 0.0% | 0 | 0.0% |
| Totals | 1312 | 294 | 22.41% | 48 | 3.66% |

| Bus Inspections Conducted on Highways Leading Away From the Texas – Mexico Border | | | | | |
|--|-----------------------|-----------|---------------|----------|--------------|
| Location & Code # | Number of Inspections | VOOS | VOOS % | DOOS | DOOS % |
| I-20 @ Penwell 4A105/4A106 | 0 | 0 | 0.0% | 0 | 0.0% |
| I-35 @ Devine 6A201 | 145 | 22 | 15.2% | 3 | 2.1% |
| US 281 @ Falfurrias 3C301 | 2 | 1 | 50.0% | 0 | 0.0% |
| US 77 @ Riviera 3C201 | 95 | 12 | 12.6% | 6 | 6.3% |
| Totals | 242 | 35 | 14.46% | 9 | 3.72% |

| All Other Bus Inspections Conducted in Texas | | | | | |
|--|-----------------------|------|--------|------|--------|
| Location | Number of Inspections | VOOS | VOOS % | DOOS | DOOS % |
| Texas | 3139 | 203 | 6.47% | 107 | 3.41% |

| | | | | | |
|----------------------------------|-------------|------------|--------------|------------|-------------|
| Total Bus Inspections ALL | 4693 | 532 | 11.3% | 164 | 3.5% |
|----------------------------------|-------------|------------|--------------|------------|-------------|

FY 2014 Motor Coach Statistics

| Bus Inspections Conducted @ POE's (10/1/2013 to 9/30/2014) | | | | | |
|--|-----------------------|------------|---------------|-----------|--------------|
| Location & Code # | Number of Inspections | VOOS | VOOS % | DOOS | DOOS % |
| Veteran's Bridge 3A401 | 164 | 8 | 4.9% | 0 | 0.0% |
| Los Indios 3A501 | 25 | 20 | 80.0% | 21 | 84.0% |
| Progreso 3A101 | 0 | 0 | 0.0% | 0 | 0.0% |
| Pharr Bridge 3A201 | 32 | 2 | 6.3% | 0 | 0.0% |
| Roma 3B802 | 0 | 0 | 0.0% | 0 | 0.0% |
| Laredo Bridge II 3B101 | 760 | 159 | 20.9% | 16 | 2.1% |
| World Trade Bridge 3B201 | 97 | 1 | 1.0% | 0 | 0.0% |
| Columbia 3B501 | 3 | 1 | 33.3% | 0 | 0.0% |
| Eagle Pass 3C501 | 1 | 0 | 0.0% | 0 | 0.0% |
| Del Rio 3C601 | 0 | 0 | 0.0% | 0 | 0.0% |
| Presidio 4B102 | 0 | 0 | 0.0% | 0 | 0.0% |
| Ysleta 4B301 | 0 | 0 | 0.0% | 0 | 0.0% |
| BOTA 4B201 | 0 | 0 | 0.0% | 0 | 0.0% |
| Totals | 1082 | 191 | 17.65% | 37 | 3.42% |

| Bus Inspections Conducted on Highways Leading Away From the Texas – Mexico Border | | | | | |
|--|-----------------------|-----------|---------------|----------|--------------|
| Location & Code # | Number of Inspections | VOOS | VOOS % | DOOS | DOOS % |
| I-20 @ Penwell 4A105/4A106 | 0 | 0 | 0.0% | 0 | 0.0% |
| I-35 @ Devine 6A201 | 77 | 15 | 19.5% | 3 | 3.9% |
| US 281 @ Falfurrias 3C301 | 3 | 0 | 0.0% | 0 | 0.0% |
| US 77 @ Riviera 3C201 | 83 | 13 | 15.7% | 6 | 7.2% |
| Totals | 163 | 28 | 17.18% | 9 | 5.52% |

| All Other Bus Inspections Conducted in Texas | | | | | |
|--|-----------------------|------|--------|------|--------|
| Location | Number of Inspections | VOOS | VOOS % | DOOS | DOOS % |
| Texas | 3018 | 243 | 8.05% | 125 | 4.14% |

| | | | | | |
|--------------------------------------|-------------|------------|--------------|------------|-------------|
| Total Bus Inspections ALL | 4263 | 462 | 10.8% | 171 | 4.0% |
|--------------------------------------|-------------|------------|--------------|------------|-------------|

FY 2013 Motor Coach Statistics

| Bus Inspections Conducted @ POE's | | | | | |
|-----------------------------------|-----------------------|------------|---------------|-----------|--------------|
| Location & Code # | Number of Inspections | VOOS | VOOS % | DOOS | DOOS % |
| Veteran's Bridge 3A401 | 250 | 14 | 5.60 | 0 | 0.00 |
| Los Indios 3A501 | 27 | 15 | 55.56 | 19 | 70.37 |
| Progreso 3A101 | 5 | 5 | 100.00 | 5 | 100.00 |
| Pharr Bridge 3A201 | 84 | 7 | 8.33 | 0 | 0.00 |
| Roma 3B802 | 0 | 0 | 0.00 | 0 | 0.00 |
| Laredo Bridge II 3B101 | 1001 | 189 | 18.88 | 18 | 1.80 |
| World Trade Bridge 3B201 | 12 | 2 | 16.67 | 0 | 0.00 |
| Columbia 3B501 | 4 | 0 | 0.00 | 0 | 0.00 |
| Eagle Pass 3C501 | 9 | 2 | 22.22 | 0 | 0.00 |
| Del Rio 3C601 | 0 | 0 | 0.00 | 0 | 0.00 |
| Presidio 4B102 | 0 | 0 | 0.00 | 0 | 0.00 |
| Ysleta 4B301 | 0 | 0 | 0.00 | 0 | 0.00 |
| BOTA 4B201 | 0 | 0 | 0.00 | 0 | 0.00 |
| Totals | 1392 | 234 | 16.81% | 42 | 3.02% |

| Bus Inspections Conducted on Highways Leading Away From the Texas – Mexico Border | | | | | |
|--|-----------------------|-----------|---------------|----------|--------------|
| Location & Code # | Number of Inspections | VOOS | VOOS % | DOOS | DOOS % |
| I-20 @ Penwell 4A105/4A106 | 2 | 0 | 0.00 | 0 | 0.00 |
| I-35 @ Devine 6A201 | 79 | 10 | 12.66 | 4 | 5.06 |
| US 281 @ Falfurrias 3C301 | 0 | 0 | 0.00 | 0 | 0.00 |
| US 77 @ Riviera 3C201 | 25 | 2 | 8.00 | 1 | 0.11 |
| Totals | 106 | 12 | 11.32% | 5 | 4.72% |

| All Other Bus Inspections Conducted in Texas | | | | | |
|--|-----------------------|------|--------|------|--------|
| Location | Number of Inspections | VOOS | VOOS % | DOOS | DOOS % |
| Texas | 3342 | 199 | 5.95 | 214 | 6.40 |

| | | | | | |
|--------------------------------------|-------------|------------|--------------|------------|--------------|
| Total Bus Inspections ALL | 4840 | 445 | 9.19% | 261 | 5.39% |
|--------------------------------------|-------------|------------|--------------|------------|--------------|

Commercial Vehicle Enforcement Service Federal Commissioned Positions



| | |
|-------------|-----------|
| Captains | 3 |
| Lieutenants | 5 |
| Sergeants | 17 |
| Troopers | <u>59</u> |

| | |
|----------------|----|
| Total Manpower | 84 |
|----------------|----|

| NAME | RANK/TITLE | ID# | RDSA | DUTY STATION | INDEX |
|-------------------------|------------|-------|------|-----------------|-------|
| Whisenant, Fred | Captain | 9488 | 3A | Weslaco | 90033 |
| McQuagge, Steven E. | Captain | 9589 | 3B | Laredo | 90033 |
| VACANT | Captain | | 4A | El Paso | 90033 |
| Rodriguez-Solis, Maria | Lieutenant | 8228 | 3A | Weslaco | 90033 |
| Pena, Roberto | Lieutenant | 8346 | 3A | Weslaco | 90033 |
| Flores, Cornelio | Lieutenant | 9101 | 3C | Del Rio | 90033 |
| Luna, Oscar | Lieutenant | 11865 | 4A | BOTA POE | 90033 |
| Scales, Matthew | Lieutenant | 10599 | 4A | Ysleta POE | 90033 |
| Chavez, Enrique | Sergeant | 11684 | 3A2 | Pharr POE | 90033 |
| Mendoza, Eleazar | Sergeant | 10416 | 3A4 | Veteran's POE | 90033 |
| Salazar, Eusebio | Sergeant | 11549 | 3A5 | Los Indios POE | 90033 |
| Rodriguez, Alejandro | Sergeant | 11017 | 3A7 | Veteran's POE | 90033 |
| Alaniz, Maria Teresa | Sergeant | 11801 | 3A8 | Pharr POE | 90033 |
| Maldonado, Fernando Jr. | Sergeant | 13516 | 3B2 | World Trade POE | 90033 |
| Coleman, Joshua | Sergeant | 10373 | 3B3 | World Trade POE | 90033 |
| Kiddman, Waskar | Sergeant | 4066 | 3B4 | World Trade POE | 90033 |
| Garza, Oscar J. | Sergeant | 11499 | 3B5 | Columbia POE | 90033 |
| Fernandez, Richard | Sergeant | 6560 | 3C6 | Del Rio POE | 90033 |
| Gonzalez, Isaac | Sergeant | 9405 | 3C5 | Eagle Pass POE | 90033 |
| Luna, Esteban | Sergeant | 11134 | 3C4 | Eagle Pass POE | 90033 |
| Ramirez, Shane | Sergeant | 11230 | 4A5 | BOTA POE | 90033 |
| Storer, Darren | Sergeant | 8954 | 4A6 | BOTA POE | 90033 |
| Williams, Timmy | Sergeant | 12677 | 4A7 | EP Road | 90033 |
| Hopper, Daniel | Sergeant | 12305 | 4A8 | Ysleta POE | 90033 |
| Corral, Jose | Sergeant | 5074 | 4A9 | Ysleta POE | 90033 |
| Zamaro, Gerardo | Trooper | 10242 | 3A1 | Weslaco | 90033 |
| Lopez, Adan | Trooper | 12107 | 3A1 | Weslaco | 90033 |
| Garcia Jr, Eugenio | Trooper | 12561 | 3A1 | Weslaco | 90033 |
| Guerrero, Patricia | Trooper | 8165 | 3A2 | Pharr POE | 90033 |
| Guajardo, Omar | Trooper | 10153 | 3A2 | Pharr POE | 90033 |
| Quintero, Macario | Trooper | 9452 | 3A2 | Pharr POE | 90033 |
| Ybarra, Dagoberto | Corporal | 7075 | 3A2 | Pharr POE | 90033 |
| Arteaga, Javier | Trooper | 10957 | 3A2 | Pharr POE | 90033 |
| VACANT | Trooper | | 3A4 | Veteran's POE | 90033 |
| Ochoa, Eric | Trooper | 11142 | 3A4 | Veteran's POE | 90033 |

| NAME | RANK/TITLE | ID# | RDSA | DUTY STATION | INDEX |
|------------------------------|--------------------|-------|------|-----------------|-------|
| Madrid-Gonzalez, Roberto C. | Trooper | 12018 | 3A4 | Veteran's POE | 90033 |
| Ruiz, Tanya | Trooper | 16532 | 3A5 | Los Indios POE | 90033 |
| Aguilar, Ramiro | Trooper | 10072 | 3A5 | Los Indios POE | 90033 |
| Knight, Carol | Trooper | 9426 | 3A5 | Los Indios POE | 90033 |
| Riojas (Rodriguez), Cristela | Trooper | 13405 | 3A6 | Pharr POE | 90033 |
| Rios, Monica | Trooper | 11523 | 3A6 | Pharr POE | 90033 |
| Montalvo, Samuel | Corporal | 11225 | 3A6 | Pharr POE | 90033 |
| Gonzalez, Reynaldo | Corporal | 4692 | 3A7 | Veteran's POE | 90033 |
| Perez, Efrain | Trooper | 11539 | 3A7 | Veteran's POE | 90033 |
| Cerda, Francisco | Trooper | 12282 | 3A7 | Veteran's POE | 90033 |
| Hernandez, Virgilio Jr. | Trooper | 11849 | 3A8 | Pharr POE | 90033 |
| Meza, Claudia | Trooper | 11913 | 3A8 | Pharr POE | 90033 |
| Barrientos, Eric | Trooper | 11180 | 3A8 | Pharr POE | 90033 |
| Najera, Juan Jr. | Trooper | 12809 | 3B2 | World Trade POE | 90033 |
| VACANT | Trooper | - | 3B2 | World Trade POE | 90033 |
| Ortigosa, Gilberto | Trooper | 13795 | 3B3 | World Trade POE | 90033 |
| Guevara III, Raymundo | Trooper | 13610 | 3B5 | Columbia POE | 90033 |
| Estrada, Christian | Trooper | 12984 | 3B5 | Columbia POE | 90033 |
| Dominguez, Ariana A. | Trooper | 14026 | 3B6 | Columbia POE | 90033 |
| Caballero, Rogelio | Trooper | 9539 | 3B6 | Columbia POE | 90033 |
| Pantoja, Noe | Trooper | 13691 | 3B7 | Columbia POE | 90033 |
| Ornelas, Emanuel | Trooper | 14092 | 3B7 | World Trade POE | 90033 |
| Patterson, Jon | Trooper | 14570 | 3B8 | Rio Grande City | 90033 |
| Lopez, Luis | Trooper | 13561 | 3B8 | Rio Grande City | 90033 |
| Munsell, Raymond | Trooper | 5007 | 3B8 | Rio Grande City | 90033 |
| Martinez, Andres | Trooper | 11522 | 3C4 | Eagle Pass POE | 90033 |
| Pina, Joaquin | Trooper | 13029 | 3C4 | Eagle Pass POE | 90033 |
| Conde, Noe | Trooper | 11191 | 3C5 | Eagle Pass POE | 90033 |
| Hernandez, Enrique Gaspar | Trooper | 13209 | 3C5 | Eagle Pass POE | 90033 |
| Gonzalez, Manuel Alejandro | Trooper | 13776 | 3C5 | Eagle Pass POE | 90033 |
| Terrones, Ruben | Trooper | 6740 | 3C6 | Del Rio POE | 90033 |
| Valdez, Arturo | Trooper | 12153 | 4A5 | BOTA POE | 90033 |
| De la Cruz, Jimmy | Trooper / Corporal | 11825 | 4A5 | BOTA POE | 90033 |
| Flores, Gilbert | Trooper | 5339 | 4A6 | BOTA POE | 90033 |
| Jones, James | Trooper | 8917 | 4A6 | BOTA POE | 90033 |
| Limas, Gilbert | Trooper | 13880 | 4A7 | EP Road | 90033 |
| Gardner, William | Trooper | 13358 | 4A7 | EP Road | 90033 |
| Salazar-Cano, Jorge | Trooper | 13630 | 4A7 | EP Road | 90033 |
| Plott, Edward | Trooper | 9451 | 4A7 | EP Road | 90033 |
| Wharton, James | Trooper | 9629 | 4A7 | EP Road | 90033 |
| Hutchisson, Korin | Trooper | 11716 | 4A7 | EP Road | 90033 |
| Brookshier, Patrick | Trooper | 11368 | 4A7 | EP Road | 90033 |
| Hulburt, Michael | Trooper | 9119 | 4A7 | EP Road | 90033 |
| Butler, Michael | Trooper | 12062 | 4A8 | Ysleta POE | 90033 |
| VACANT | Trooper | | 4A8 | Ysleta POE | 90033 |
| Cruz, Cesar | Trooper | 11823 | 4A8 | Ysleta POE | 90033 |

| NAME | RANK/TITLE | ID# | RDSA | DUTY STATION | INDEX |
|-------------------|------------|-------|------|--------------|-------|
| Hester, Todd | Trooper | 6453 | 4A9 | EP Road | 90033 |
| Amaya, Alfredo | Trooper | 12524 | 4A9 | Ysleta POE | 90033 |
| Aguilar, Fernando | Trooper | 5422 | 4A9 | Ysleta POE | 90033 |



Commercial Vehicle Enforcement Service Federal Border Inspector Positions

Inspectors 120

Total Personnel 120

| NAME | RANK/TITLE | ID# | RDSA | DUTY STATION | Index |
|----------------------|------------|-------|------|----------------|-------|
| Almaguer, Juan | Inspector | L0332 | 3A2 | Pharr POE | 90033 |
| Escobedo, Eduardo | Inspector | L0354 | 3A2 | Pharr POE | 90033 |
| Cano, Rogelio Jr. | Inspector | L0307 | 3A2 | Pharr POE | 90033 |
| Flores, Eriselda | Inspector | L0340 | 3A2 | Pharr POE | 90033 |
| Gutierrez, Eliseo | Inspector | L0230 | 3A2 | Pharr POE | 90033 |
| Lopez, Alejandro | Inspector | L0308 | 3A2 | Pharr POE | 90033 |
| Mendez, Jose | Inspector | L0288 | 3A2 | Pharr POE | 90033 |
| Alatorre, Raul Jr. | Inspector | L0025 | 3A4 | Veteran's POE | 90033 |
| Castillo, Gerardo | Inspector | L0032 | 3A4 | Veteran's POE | 90033 |
| Dominguez, Jesus Jr. | Inspector | L0361 | 3A4 | Veteran's POE | 90033 |
| Garcia, Isaac Jr. | Inspector | L0036 | 3A4 | Veteran's POE | 90033 |
| Garcia, Javier | Inspector | L0038 | 3A4 | Veteran's POE | 90033 |
| Saldana, Daniel | Inspector | L0364 | 3A4 | Veteran's POE | 90033 |
| Vera, Jaime | Inspector | L0208 | 3A4 | Veteran's POE | 90033 |
| Yanez, Juan Jose | Inspector | L0396 | 3A4 | Veteran's POE | 90033 |
| Razo, Jose Luis | Inspector | L0523 | 3A5 | Los Indios POE | 90033 |
| Gonzalez, Richard | Inspector | L0174 | 3A5 | Los Indios POE | 90033 |
| Nieto, Gregory | Inspector | L0310 | 3A5 | Los Indios POE | 90033 |
| Noyola, Roberto Jr. | Inspector | L0123 | 3A5 | Los Indios POE | 90033 |
| Gomez, Jose Jr. | Inspector | L0108 | 3A5 | Los Indios POE | 90033 |
| Alcantar, Miguel | Inspector | L0304 | 3A6 | Pharr POE | 90033 |
| Becho, Arnoldo | Inspector | L0305 | 3A6 | Pharr POE | 90033 |
| Guerra, Robert | Inspector | L0522 | 3A6 | Pharr POE | 90033 |
| Lopez, Jesus | Inspector | L0289 | 3A6 | Pharr POE | 90033 |
| Castillo, Elias B. | Inspector | L0520 | 3A6 | Pharr POE | 90033 |
| Robles, Rogelio | Inspector | L0163 | 3A6 | Pharr POE | 90033 |
| Garza, Ruben | Inspector | L0390 | 3A6 | Pharr POE | 90033 |
| Cortez, Yovanny | Inspector | L0249 | 3A7 | Veteran's POE | 90033 |
| VACANT | Inspector | | 3A7 | Veteran's POE | 90033 |
| Leal, Victor | Inspector | L0309 | 3A7 | Veteran's POE | 90033 |
| Sanchez, Ismael | Inspector | L0172 | 3A7 | Veteran's POE | 90033 |
| Tabares, Jorge | Inspector | L0165 | 3A7 | Veteran's POE | 90033 |
| Williams, Joseph | Inspector | L0082 | 3A7 | Veteran's POE | 90033 |
| Cantu, Jaime | Inspector | L0031 | 3A8 | Pharr POE | 90033 |
| Garza, Jose R. | Inspector | L0039 | 3A8 | Pharr POE | 90033 |
| Armadillo, Bobby | Inspector | L0519 | 3A8 | Pharr POE | 90033 |

| NAME | RANK/TITLE | ID# | RDSA | DUTY STATION | Index |
|-------------------------|------------|-------|------|-----------------|-------|
| Galvan, Jose E. | Inspector | L0167 | 3A8 | Pharr POE | 90033 |
| Gonzalez, Daniel G. | Inspector | L0521 | 3A8 | Pharr POE | 90033 |
| Guerra, Juan M. | Inspector | L0101 | 3A8 | Pharr POE | 90033 |
| Lopez, Adrian | Inspector | L0256 | 3A8 | Pharr POE | 90033 |
| Espindola, Ricardo | Inspector | L0465 | 3B2 | World Trade POE | 90033 |
| Contreras, Pedro | Inspector | L0034 | 3B2 | World Trade POE | 90033 |
| Martinez, Jose Jr. | Inspector | L0138 | 3B2 | World Trade POE | 90033 |
| Rodriguez, Roberto | Inspector | L0052 | 3B2 | World Trade POE | 90033 |
| Soto, Eloy | Inspector | L0283 | 3B2 | World Trade POE | 90033 |
| Sustaita, Juan | Inspector | L0058 | 3B2 | World Trade POE | 90033 |
| Barberena, Arturo | Inspector | L0109 | 3B3 | World Trade POE | 90033 |
| Olivera, Matthew P. | Inspector | L0444 | 3B3 | World Trade POE | 90033 |
| Jasso, Gerardo | Inspector | L0140 | 3B3 | World Trade POE | 90033 |
| Pena, Javier | Inspector | L0148 | 3B3 | World Trade POE | 90033 |
| Gonzalez, Jose L. | Inspector | L0371 | 3B3 | World Trade POE | 90033 |
| Salas, Carlos Jr. | Inspector | L0226 | 3B3 | World Trade POE | 90033 |
| Vasquez, Jose | Inspector | L0152 | 3B3 | World Trade POE | 90033 |
| Lara, Rusty | Inspector | L0143 | 3B3 | World Trade POE | 90033 |
| Alvarado, Guadalupe | Inspector | L0080 | 3B4 | World Trade POE | 90033 |
| Bautista, Rene | Inspector | L0029 | 3B4 | World Trade POE | 90033 |
| Cantu, Gerardo M. | Inspector | L0466 | 3B4 | World Trade POE | 90033 |
| VACANT | Inspector | | 3B4 | World Trade POE | 90033 |
| Rios, Gerardo | Inspector | L0290 | 3B4 | World Trade POE | 90033 |
| Deleon, Jose Jr. | Inspector | L0221 | 3B5 | Columbia POE | 90033 |
| Hernandez, Armando | Inspector | L0110 | 3B5 | Columbia POE | 90033 |
| Morales, Jesus | Inspector | L0225 | 3B5 | Columbia POE | 90033 |
| Nieto, Luis E. | Inspector | L0408 | 3B5 | Columbia POE | 90033 |
| Garcia, Daniel | Inspector | L0508 | 3B5 | Columbia POE | 90033 |
| Solloa, Rodolfo | Inspector | L0056 | 3B5 | Columbia POE | 90033 |
| Soto, Geronimo Jr. | Inspector | L0223 | 3B5 | Columbia POE | 90033 |
| Hernandez, Guadalupe R. | Inspector | L0424 | 3B5 | Columbia POE | 90033 |
| Bocanega, Javier Jr. | Inspector | L0369 | 3B6 | Columbia POE | 90033 |
| Martinez, Roman III | Inspector | L0244 | 3B6 | Columbia POE | 90033 |
| Molina, Juan Jr. | Inspector | L0224 | 3B6 | Columbia POE | 90033 |
| Rodriguez, Tomas G. | Inspector | L0503 | 3B6 | Columbia POE | 90033 |
| Bustamante, Ruben | Inspector | L0467 | 3B6 | Columbia POE | 90033 |
| Salazar, Javier Jr. | Inspector | L0280 | 3B6 | Columbia POE | 90033 |
| Herrera III, Ramiro | Inspector | L0406 | 3B6 | Columbia POE | 90033 |
| Cobos, Rolando | Inspector | L0422 | 3B7 | Columbia POE | 90033 |
| Gonzalez, Aldo | Inspector | L0466 | 3B7 | Columbia POE | 90033 |
| Gonzalez, Javier | Inspector | L0276 | 3B7 | Columbia POE | 90033 |
| Herrera, Marcos | Inspector | L0242 | 3B7 | Columbia POE | 90033 |
| Romanos, Jorge | Inspector | L0201 | 3B7 | Columbia POE | 90033 |

| NAME | RANK/TITLE | ID# | RDSA | DUTY STATION | Index |
|----------------------|------------|-------|------|----------------|-------|
| Balderas, Jose Jr. | Inspector | L0326 | 3C5 | Eagle Pass POE | 90033 |
| Kidd, James F. | Inspector | L0329 | 3C5 | Eagle Pass POE | 90033 |
| Mata, Manuel | Inspector | L0324 | 3C5 | Eagle Pass POE | 90033 |
| Ortiz, Jesus A. | Inspector | L0325 | 3C5 | Eagle Pass POE | 90033 |
| Velasquez, Guillermo | Inspector | L0328 | 3C5 | Eagle Pass POE | 90033 |
| Cervantez, Gerardo | Inspector | L0016 | 3C6 | Del Rio POE | 90033 |
| Watson, Ambrosio | Inspector | L0515 | 3C6 | Del Rio POE | 90033 |
| Mares, Angel | Inspector | L0375 | 4A9 | Ysleta POE | 90033 |
| Gonzalez, Jaime F. | Inspector | L0345 | 4A9 | Ysleta POE | 90033 |
| Magana, Francisco | Inspector | L0263 | 4A9 | Ysleta POE | 90033 |
| Guerra, Maria | Inspector | L0270 | 4A9 | Ysleta POE | 90033 |
| Montes, Gary | Inspector | L0214 | 4A9 | Ysleta POE | 90033 |
| Najera, Jose Jr. | Inspector | L0189 | 4A9 | Ysleta POE | 90033 |
| Portillo, Pablo | Inspector | L0344 | 4A9 | Ysleta POE | 90033 |
| Olivas, Oscar | Inspector | L0217 | 4A9 | Ysleta POE | 90033 |
| Sherwood, James | Inspector | L0376 | 4A9 | Ysleta POE | 90033 |
| Tovar, Ramon | Inspector | L0273 | 4A9 | Ysleta POE | 90033 |
| Beck, Juan | Inspector | L0385 | 4A8 | Ysleta POE | 90033 |
| Dorman, Yolanda | Inspector | L0343 | 4A8 | Ysleta POE | 90033 |
| Lujan, Robert | Inspector | L0213 | 4A8 | Ysleta POE | 90033 |
| Martinez, Aurelio | Inspector | L0185 | 4A8 | Ysleta POE | 90033 |
| Medina, Victor | Inspector | L0187 | 4A8 | Ysleta POE | 90033 |
| Mendoza, Heriberto | Inspector | L0188 | 4A8 | Ysleta POE | 90033 |
| Morales, Alejandro | Inspector | L0272 | 4A8 | Ysleta POE | 90033 |
| Scott, Sandra | Inspector | L0261 | 4A8 | Ysleta POE | 90033 |
| Zamilpa, Adrian | Inspector | L0274 | 4A8 | Ysleta POE | 90033 |
| Amador, Sergio | Inspector | L0005 | 4A6 | BOTA POE | 90033 |
| Chavez, Samuel | Inspector | L0179 | 4A6 | BOTA POE | 90033 |
| Sheets, Steven | Inspector | L9768 | 4A6 | BOTA POE | 90033 |
| Portillo, Ulises | Inspector | L0342 | 4A6 | BOTA POE | 90033 |
| Rojas, Ruben | Inspector | L0068 | 4A6 | BOTA POE | 90033 |
| Romero, Lawrence | Inspector | L0378 | 4A6 | BOTA POE | 90033 |
| Veliz, Andres | Inspector | L0212 | 4A6 | BOTA POE | 90033 |
| Wheeler, Kenneth | Inspector | L0220 | 4A5 | BOTA POE | 90033 |
| Valdez, Ernesto | Inspector | L0007 | 4A5 | BOTA POE | 90033 |
| Ronquillo, Norma | Inspector | L0262 | 4A5 | BOTA POE | 90033 |
| Contreras, David | Inspector | L0210 | 4A5 | BOTA POE | 90033 |
| VACANT | Inspector | | 4A5 | BOTA POE | 90033 |
| Gonzalez, Jaime | Inspector | L0012 | 4A5 | BOTA POE | 90033 |
| Hartley, Ricky | Inspector | L0013 | 4A5 | BOTA POE | 90033 |
| McCoy, Elizabeth | Inspector | L0070 | 4A5 | BOTA POE | 90033 |



Commercial Vehicle Enforcement Service Federal Field Support Positions

Secretaries **13**

Total Personnel **13**

| NAME | RANK/TITLE | RDSA | DUTY STATION | Budget |
|---------------------------|-----------------|------|----------------|--------|
| De La Garza, Armandina | Admin Asst. III | 3A | McAllen | 90033 |
| Quilantan-Cavazos, Oralia | Admin Asst. III | 3A1 | McAllen | 90033 |
| Garcia, Celina | Admin Asst. III | 3A5 | Los Indios POE | 90033 |
| VACANT | Admin Asst. III | 3A7 | Veteran's POE | 90033 |
| VACANT | Admin Asst. II | 3A2 | Pharr | 90033 |
| Rodriguez, Jennifer | Admin Asst. III | 3B | Laredo | 90033 |
| Gavia, Lisa | Admin Asst. III | 3C | Del Rio | 90033 |
| Castillo, Marlena | Admin Asst. III | 3C1 | Corpus Christi | 90026 |
| Perez, Maria | Admin Asst. III | 3C5 | Eagle Pass POE | 90033 |
| Serna, Marie | Admin Asst. III | 3C6 | Del Rio POE | 90033 |
| Herrera, Esther | Admin Asst. III | 4A | Ysleta POE | 90033 |
| Suarez, Maribel | Admin Asst. III | 4A7 | BOTA POE | 90033 |
| Portillo, Jennifer | Admin Asst. III | 4A9 | Ysleta POE | 90033 |

MCSAP Funded Position



Commercial Vehicle Enforcement Service Technical Training Staff Federal Positions


| | |
|-------------------------------|----------|
| Sergeant | 6 |
| Staff Sergeant | 1 |
| Secretarial Support Personnel | <u>2</u> |
| Total Personnel | 9 |

| NAME | RANK/TITLE | ID# | DUTY STATION | Budget |
|------------------------|--------------------|-------|--------------|--------|
| Ford, Falan | Program Supervisor | - | Austin | 90033 |
| VACANT | Admin Asst III | - | Austin | 54021 |
| Alvarado, David | Sergeant | 11479 | Austin | 90026 |
| Adams, John | Sergeant | 08656 | Austin | 90033 |
| Gibson, Brad | Sergeant | 10738 | Austin | 90033 |
| Pellizzari III, Frank | Sergeant | 05714 | Austin | 90033 |
| Longfellow, Charles R. | Sergeant | 03374 | Austin | 90026 |
| Moore, Dana | Sergeant | 05369 | Austin | 54021 |
| Alcala, Joshua | Sergeant | 13326 | Austin | 54021 |

State Funded Position

MCSAP Funded Position

PERFORMANCE PROGRESS REPORT SF-PPR

| | | | |
|---|--|--|---------------|
| | | Page 1 | of Pages 1 |
| 1. Federal Agency and Organization Element to Which Report is Submitted FMCSA Texas Division | | 2. Federal Grant or Other Identifying Number Assigned by Federal Agency FM-MNE-0256-16-01-00 | |
| | | 3a. DUNS Number 80-678-2272 | |
| | | 3b. EIN 74-6000130 | |
| 4. Recipient Organization (Name and complete address including zip code) Texas Department of Public Safety 5805 North Lamar Blvd Austin, TX 78773-0500 | | 5. Recipient Identifying Number or Account Number 90029 | |
| 6. Project/Grant Period Start Date: (Month, Day, Year) 10/1/2015 | | 7. Reporting Period End Date (Month, Day, Year) 06/30/2017 | |
| End Date: (Month, Day, Year) 09/30/2017 | | 8. Final Report? <input type="checkbox"/> Yes See #10 <input checked="" type="checkbox"/> No | |
| | | 9. Report Frequency <input type="checkbox"/> annual <input type="checkbox"/> semi-annual <input checked="" type="checkbox"/> quarterly <input type="checkbox"/> other (If other, describe: _____) | |
| 10. Performance Narrative (attach performance narrative as instructed by the awarding Federal Agency) Reporting for the FY 2016 New Entrant Grant (FM-MNE-0256-16-01-00) within FY 2017 period continues here. | | | |
| 11. Other Attachments (attach other documents as needed or as instructed by the awarding Federal Agency) | | | |
| 12. Certification: I certify to the best of my knowledge and belief that this report is correct and complete for performance of activities for the purposes set forth in the award documents. | | | |
| 12a. Typed or Printed Name and Title of Authorized Certifying Official Steven J. Rundell, Captain | | 12c. Telephone (area code, number and extension) 512-424-2728 | |
| | | 12d. Email Address steven.rundell@dps.texas.gov | |
| 12b. Signature of Authorized Certifying Official  | | 12e. Date Report Submitted (Month, Day, Year) 07/31/2017 | |
| | | 13. Agency use only | |

FMCSA PERFORMANCE PROGRESS REPORT

1

FMCSA SF-PPR**Cover Page**

Federal Motor Carriers Safety Administration
U.S. Department of Transportation

INSTRUCTIONS**Schedule**

Submit the original progress report to the Grant Manager's Office (usually this is the State's FMCSA Division Office). Reports are due 30 days after the end of the four quarter of the fiscal year, unless otherwise noted in the award document.

A FINAL PERFORMANCE REPORT (PPR) IS DUE 90 DAYS AFTER THE PROJECT PERIOD END DATE.

| Item | Data Elements | Instructions |
|------|--|---|
| 1. | Awarding Federal agency and Organizational Element to Which Report is Submitted | Enter the name of the awarding Federal agency and organization element identified in the award document or otherwise instructed by the agency. The organizational element is a sub-agency within an awarding Federal agency. <i>Usually this will be the State FMCSA Division Office.</i> |
| 2. | Federal Grant or Other Identifying Number Assigned by the awarding Federal agency | Enter the grant/award/PO number contained in the award document. |
| 3a. | DUNS number | Enter the recipient organization's Data Universal Numbering System (DUNS) number or Central Contract Registry extended DUNS number. |
| 3b. | EIN | Enter the recipients organization's Employer Identification Number (EIN) provided by the Internal Revenue Service. |
| 4. | Recipient Organization | Enter the name of the Recipient organization and address, including zip code. |
| 5. | Recipient Account Number or Account | Enter the account number of any other identifying number assigned by the recipient to the award. This is strictly for the recipient's use only and is not required by the awarding Federal agency. |
| 6. | Project/Grant Period | Indicate the project/grant period established in the award document during which Federal sponsorship begins and ends. |
| 7. | Reporting Period End Date | Enter the ending date of the reporting period. For quarterly PPRs, the following calendar reporting period end dates shall be used: 3/31; 6/30; 9/30; and or 12/31. For final PPRs, the reporting period end date shall be the end date of the project/grant period. The frequency of required reporting is usually established in the award document. <i>In most cases, the frequency of reporting is quarterly.</i> |
| 8. | Final Report | Mark appropriate box. Check "yes" only if this is the final report for the project/grant period specified in Box 6. |
| 9. | Report or Frequency | Select the appropriate term corresponding to the requirements contained in the award document. "Other" may be used when more frequent reporting is required for high-risk grantees, as specified in OMB Circular A-110. <i>Usually the frequency of reporting is required quarterly.</i> |
| 10. | Performance Narrative | Attach a performance narrative as instructed by the awarding FMCSA Grant Program Manager (as summarized on the following page). |
| 11. | Other Attachments | Attach other documents as needed or as instructed by the awarding Federal agency. |

MCSAP DISCRETIONARY PERFORMANCE PROGRESS REPORT

MCSAP-DIS SF-PPR Program Monitoring Report - Attachment

Federal Motor Carriers Safety Administration
U.S. Department of Transportation

Page 1 of 3

| | | | |
|---|---|-------------------------|---|
| 1. Federal Agency and Organization Element to Which Report is Submitted | 2. Federal Grant or Other Identifying Number Assigned by Federal Agency | 3a. DUNS 80-678-2272 | 4. Reporting Period End Date (Month, Day, Year) |
| FMCSA - Division Office | FM-MNE-0256-16-01-00 | 3b. EIN 74-6000130 | 06/30/2017 |

Texas

Performance Monitoring Report

Motor Carrier Safety Assistance Program (MCSAP)

DISCRETIONARY GRANT PROGRAMS

MCSAP DISCRETIONARY PERFORMANCE PROGRESS REPORT
MCSAP-DIS SF-PPR Program Monitoring Report - Attachment

Federal Motor Carriers Safety Administration
U.S. Department of Transportation

Page 2 of 3

EXECUTIVE SUMMARY

PROJECT SUMMARY:

The FMCSA has established minimum requirements for interstate new entrant motor carriers to ensure that they are knowledgeable about the applicable federal motor carrier safety regulations in order to continue operating in interstate commerce during and after the 18-month period following their application for a U.S. DOT number. The New Entrant Safety Assurance Program is designed to improve the safety performance of new entrant motor carriers by providing educational and technical assistance to new motor carriers as they begin their new business in the motor carrier industry. To accomplish this objective, each new entrant motor carrier will receive a safety audit. The safety audit will be used to both educate the new carrier on compliance with the federal motor carrier safety regulations and hazardous material regulations, and to determine areas where the carrier might be deficient in terms of compliance. FMCSA analysis has indicated that the New Entrant Safety Assurance Program could potentially reduce new entrant crashes by as much as 30 percent and provide a firm base for safe long-term carrier operations.

PERFORMANCE PROGRESS

OBJECTIVE 1: Reduce the new entrant motor carrier crash rate in Texas.

STRATEGY/ACTIVITY 1.1: Utilize New Entrant Program investigators to conduct safety audits of New Entrant motor carriers.

Progress meeting milestones during this reporting period:

Q1. 656 safety audits were conducted during this quarter.

Q2. 839 safety audits were conducted during this quarter.

Q3. 970 safety audits were conducted during this quarter.

Cumulative: 2,465 safety audits have been completed in FY 2017.

STRATEGY/ACTIVITY 1.2: Conduct safety audits of new entrant motor carriers within 18 months of the issuance of their US DOT Number.

Progress meeting milestones during this reporting period:

Q1. Of the 656 safety audits conducted during this quarter, 0 were "rotten" or conducted past the 18-month requirement.

Q2. Of the 839 safety audits conducted during this quarter, 0 were "rotten" or conducted past the 18-month requirement.

Q3. Of the 970 safety audits conducted during this quarter, 0 were "rotten" or conducted past the 18-month requirement.

Cumulative: Of the 2,465 safety audits conducted during FY 2017, 0 were "rotten" or conducted past the 18-month requirement.

OBJECTIVE 2: Educational and technical assistance to new entrant motor carriers.

STRATEGY/ACTIVITY 2.1: Utilize New Entrant Program investigators to conduct safety audits of new entrant motor carriers and provide educational and technical assistance to new entrant motor carriers.

Progress meeting milestones during this reporting period:

Q1. 656 safety audits were conducted during this quarter and 656 copies of "A Motor Carrier's Guide to Highway Safety," were delivered to each of these carriers.

Q2. 839 safety audits were conducted during this quarter and 839 copies of "A Motor Carrier's Guide to Highway Safety," were delivered to each of these carriers.

Q3. 970 safety audits were conducted during this quarter and 970 copies of "A Motor Carrier's Guide to Highway Safety," were delivered to each of these carriers.

Cumulative: Of the 2,465 safety audits conducted in FY 2017, 2,465 copies of "A Motor Carrier's Guide to Highway Safety," were delivered to each of these carriers.

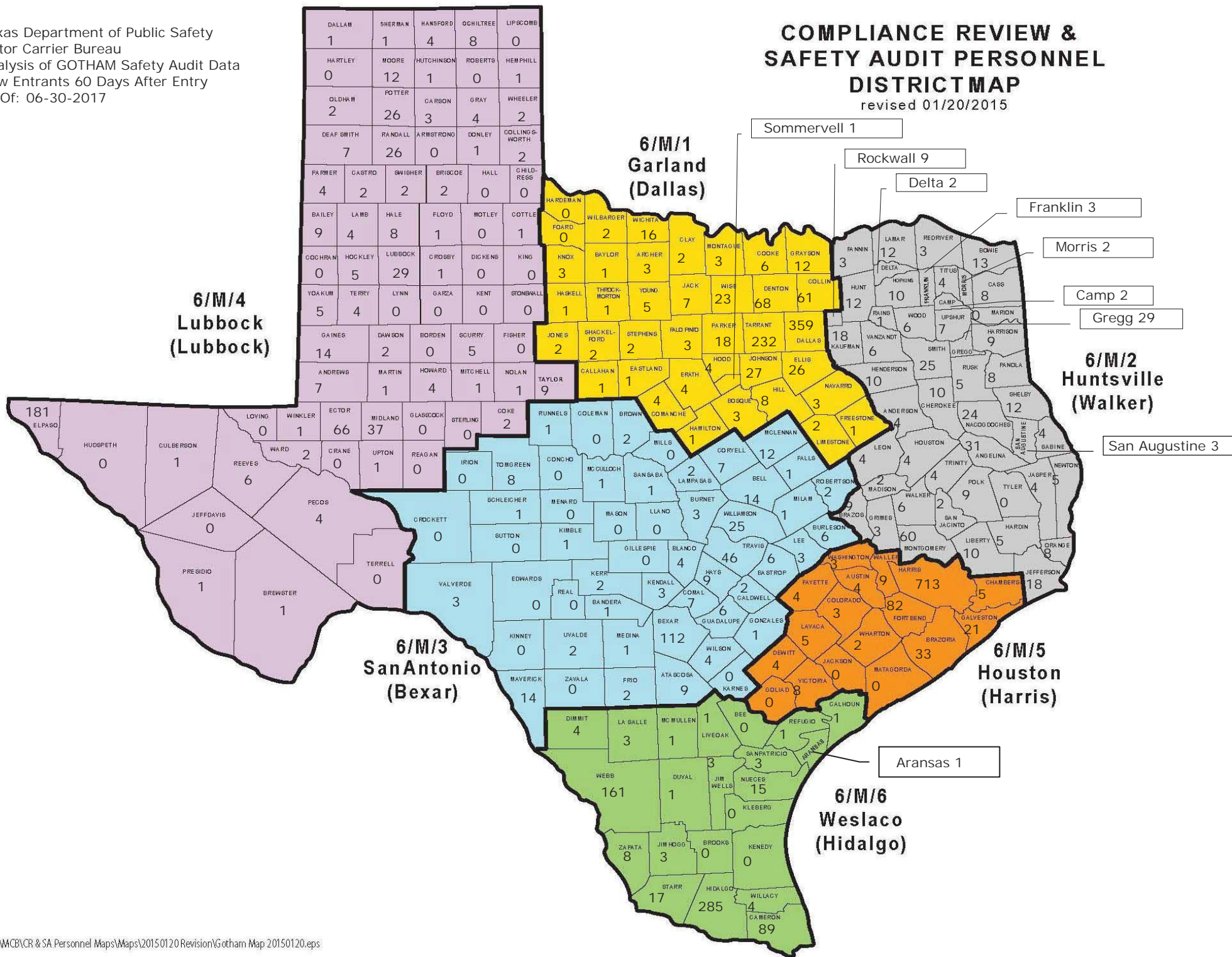
Status Update:

The Department's did not conduct any joint operations with our federal partners during this reporting period.

The Department's goal in FY 2017 is to complete 100% of the audits on all eligible New Entrant Carriers not to exceed the estimated 2,750 new carriers in Texas.

COMPLIANCE REVIEW & SAFETY AUDIT PERSONNEL DISTRICT MAP

revised 01/20/2015



Motor Carrier Bureau Compliance Review Program



| | |
|---|-------|
| Lieutenant (NEP) | 1 |
| Field Supervisors (STATE) | 6 |
| Compliance Review Investigators (STATE) | 54 |
| Compliance Review Investigators (NEP) | 20 |
| Compliance Review Investigators (MCSAP) | 4 |
| Evaluators NEP | 4 |
| Administrative Assistant | 1 |
| | <hr/> |

Total Manpower 90

| NAME | TITLE | ID # | DUTY STATION | SGT AREA | Budget |
|-------------------------|-------------------------|--------------|-------------------|---------------|--------------|
| Martinez, Daniel | Lieutenant | 9772 | Austin/MCB | 6/M | 90029 |
| Moore, Patricia (Trish) | Admin Asst III | - | Austin/MCB | 6/M | 90029 |
| El-Amin, Wanda | Evaluator | L0454 | Austin/MCB | 6/M/5 | 90029 |
| Sanchez, April | Evaluator | L0494 | Austin/MCB | 6/M/2 & 6/M/4 | 90029 |
| Velasco, Jesse | Evaluator | L0470 | Austin/MCB | 6/M/1 | 90029 |
| Wilson, Tanya | Evaluator | L0503 | Austin/MCB | 6/M/3 & 6/M/6 | 90029 |
| Ortega, Jaime | Field Supervisor | L0124 | Garland | 6/M/1 | 54021 |
| Barnett, Sandra | Investigator V | L0347 | Cleburne | 6/M/1 | 54021 |
| Pryor, Elizabeth | Investigator V | L9320 | Decatur | 6/M/1 | 54021 |
| McGehee, Joshua | Investigator V | L0514 | Decatur | 6/M/1 | 90029 |
| Deuble, Darren | Investigator V | L0259 | Garland | 6/M/1 | 90029 |
| Ford, Stephanie | Investigator V | L0429 | Garland | 6/M/1 | 90029 |
| Moon, Brandy | Investigator V | L0319 | Garland | 6/M/1 | 54021 |
| Peace, Britt | Investigator V | L5731 | Garland | 6/M/1 | 90029 |
| VACANT | Investigator V | | Garland | 6/M/1 | 54021 |
| VACANT | Investigator V | | Hurst | 6/M/1 | 90029 |
| Dusek, Jennifer | Investigator V | L0505 | Hurst | 6/M/1 | 54021 |
| Eshelman, Robert | Investigator V | L0518 | Hurst | 6/M/1 | 54021 |
| Thomas, Joy | Investigator V | L0428 | Sherman | 6/M/1 | 54021 |
| Mills, Justin | Investigator V | L0517 | Waxahachie | 6/M/1 | 90029 |
| Garcia, Luz | Investigator V | L0491 | Wichita Falls | 6/M/1 | 54021 |
| Janning, David | Field Supervisor | L7789 | Huntsville | 6/M/2 | 54021 |
| Trail, Amber (Denege) | Investigator V | L9196 | Beaumont | 6/M/2 | 54021 |
| LeLeux, Kerri | Investigator V | L0524 | Beaumont | 6/M/2 | 90029 |
| Williams, Laura | Investigator V | L0471 | Conroe | 6/M/2 | 54021 |
| Swor, Chad | Investigator V | L0085 | Huntsville | 6/M/2 | 54021 |
| Hatch, Tara | Investigator V | L0492 | Lufkin | 6/M/2 | 54021 |
| Mauldin, Kristina | Investigator V | L7106 | Longview | 6/M/2 | 54021 |
| Britton, Lewis | Investigator V | L0318 | Mount Pleasant | 6/M/2 | 54021 |

| NAME | TITLE | ID # | DUTY STATION | SGT AREA | Budget |
|---------------------------|-------------------------|--------------|--------------------|--------------|--------------|
| Hitt, Cynthia | Investigator V | L0410 | Mount Pleasant | 6/M/2 | 90029 |
| Jenkins, Cody | Investigator V | L0395 | Nacogdoches | 6/M/2 | 54021 |
| Campbell, Lyman (Larry) | Investigator V | L0486 | Terrell | 6/M/2 | 90029 |
| Oster, Jamie | Investigator V | L0487 | Terrell | 6/M/2 | 54021 |
| King, Tony | Investigator V | L0434 | Tyler | 6/M/2 | 90026 |
| Garza, Adabel | Field Supervisor | L9771 | San Antonio | 6/M/3 | 54021 |
| Juarez, Susan | Investigator V | L0183 | Austin | 6/M/3 | 54021 |
| Morris, Cathy | Investigator V | L0103 | Austin | 6/M/3 | 54021 |
| VACANT | Investigator V | | Austin | 6/M/3 | 54021 |
| VACANT | Investigator V | | Austin | 6/M/3 | 54021 |
| Whittington, Sandra | Investigator V | L0426 | Austin | 6/M/3 | 54021 |
| Rodriguez, Dulce | Investigator V | L0023 | Eagle Pass | 6/M/3 | 54021 |
| Castillo, Sara | Investigator V | L0479 | New Braunfels | 6/M/3 | 90029 |
| Halfmann, Brandon | Investigator V | L0455 | San Angelo | 6/M/3 | 90026 |
| Brandt, Jessica | Investigator V | L0316 | San Antonio | 6/M/3 | 54021 |
| Flores, Leonor | Investigator V | L0450 | San Antonio | 6/M/3 | 54021 |
| Paz, Lisa | Investigator V | L0490 | San Antonio | 6/M/3 | 54021 |
| VACANT | Investigator V | | San Antonio | 6/M/3 | 54021 |
| Plunk, Kaci | Investigator V | L0293 | Waco | 6/M/3 | 54021 |
| Richardson, Rhonda | Field Supervisor | L0315 | Lubbock | 6/M/4 | 54021 |
| Garcia, Melisa R. | Investigator V | L0351 | Abilene | 6/M/4 | 54021 |
| Grubb, Kathy | Investigator V | L0352 | Abilene | 6/M/4 | 54021 |
| Cameron, Donald | Investigator V | L0447 | Amarillo | 6/M/4 | 54021 |
| Clapper, Willard | Investigator V | L0377 | El Paso - BOTA | 6/M/4 | 90026 |
| Rincon, Ricardo | Investigator V | L0072 | El Paso - BOTA | 6/M/4 | 90029 |
| Muniz, Melinda | Investigator V | L0502 | El Paso - Ysleta | 6/M/4 | 54021 |
| Villa, Juan | Investigator V | L0501 | El Paso - Ysleta | 6/M/4 | 54021 |
| Snitker, Glen | Investigator V | L0321 | Hereford | 6/M/4 | 54021 |
| VACANT | Investigator V | | Lubbock | 6/M/4 | 90029 |
| Terrazas, Jodie | Investigator V | L0453 | Lubbock | 6/M/4 | 90026 |
| VACANT | Investigator V | - | Midland | 6/M/4 | 90029 |
| Hill, Kimberlie | Investigator V | L0296 | Midland | 6/M/4 | 54021 |
| VACANT | Investigator V | | Odessa | 6/M/4 | 54021 |
| Garcia, Belinda | Field Supervisor | L9746 | Houston | 6/M/5 | 54021 |
| VACANT | Investigator V | | Columbus | 6/M/5 | 54021 |
| Flowers, Serena | Investigator V | L0303 | Houston - Gessner | 6/M/5 | 54021 |
| Mitchell, Nelda | Investigator V | L0414 | Houston - Veterans | 6/M/5 | 54021 |
| Black, Tradon | Investigator V | L0449 | Houston - West Rd | 6/M/5 | 90029 |
| Williams, Kirsten | Investigator V | L0504 | Houston - West Rd | 6/M/5 | 54021 |
| Linzy, Lakysa | Investigator V | L0418 | Houston - West Rd | 6/M/5 | 90029 |
| VACANT | Investigator V | | Houston - West Rd | 6/M/5 | 90029 |
| Santos, Maria | Investigator V | L0400 | Houston - West Rd | 6/M/5 | 54021 |

| NAME | TITLE | ID # | DUTY STATION | SGT AREA | Budget |
|---------------------|------------------|-------|----------------|----------|--------|
| VACANT | Investigator V | | Pierce | 6/M/5 | 54021 |
| Gutierrez, Rebecca | Investigator V | L0448 | Rosenberg | 6/M/5 | 54021 |
| Garza, Michele | Investigator V | L0415 | Webster | 6/M/5 | 90029 |
| Arredondo, Ulonda | Investigator V | L0516 | Webster | 6/M/5 | 54021 |
| VACANT | Field Supervisor | | Weslaco | 6/M/6 | 54021 |
| DeLaRosa, Ruben | Investigator V | L0106 | Brownsville | 6/M/6 | 54021 |
| Salinas, Gabriel | Investigator V | L0245 | Corpus Christi | 6/M/6 | 54021 |
| Villarreal, Ysidro | Investigator V | L0065 | Corpus Christi | 6/M/6 | 54021 |
| Wilkinson, Bill | Investigator V | L0061 | Harlingen | 6/M/6 | 54021 |
| Ortiz, Norma | Investigator V | L0368 | Laredo | 6/M/6 | 90029 |
| Campa, Victor | Investigator V | L0030 | Laredo | 6/M/6 | 54021 |
| Rodriguez, Bernardo | Investigator V | L0222 | Laredo | 6/M/6 | 54021 |
| Villarreal, Gustavo | Investigator V | L0204 | Laredo | 6/M/6 | 54021 |
| Rivera, Sonia | Investigator V | L0125 | Los Indios | 6/M/6 | 90029 |
| Nieto, Robert | Investigator V | L0046 | Los Indios | 6/M/6 | 90029 |
| Hinojosa, Ramiro | Investigator V | L0040 | Mission | 6/M/6 | 54021 |
| Champion, Eric | Investigator V | L0509 | Mission | 6/M/6 | 54021 |
| Pena, Liza | Investigator V | L0510 | Mission | 6/M/6 | 54021 |
| Pizano, Reynaldo | Investigator V | L0207 | Weslaco | 6/M/6 | 54021 |

New Entrant Grant - 90029

MCSAP Grant - 90026