



# 2017 TEXAS IMPAIRED DRIVING PLAN

DEVELOPED AND APPROVED BY THE TEXAS IMPAIRED DRIVING TASK FORCE





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This Plan was developed and approved by the Texas Impaired Driving Task Force. It covers October 2016 – September 2017.



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June 1, 2017

To Whom It May Concern:

The Texas Statewide Impaired Driving Task Force serves in an advisory and strategic capacity to not only identify problems and countermeasures, but also to help drive solutions for the impaired driving problem in Texas. The Task Force includes representatives from a diverse set of stakeholder organizations that are involved with addressing impaired driving issues in the State.

In accordance with FAST Act, a qualifying criteria for Section 405(d) Impaired Driving Countermeasure Grant funding for Mid-Range States, Texas is in this category, is to submit a statewide impaired driving plan developed and approved by a statewide impaired driving task force. The initial plan was developed in FY 2013, and then revised in FY 2014, 2015, and 2016. The following FY 2017 document is the fourth revision of the Texas Statewide Impaired Driving Plan and has been approved by the Texas Impaired Driving Task Force. This plan will guide the State as well as the Task Force as we enter the 2018 and 2019 fiscal years.

The Texas Department of Transportation serves as the Governors Highway Safety Office for the State of Texas, and I fully support the efforts of the Texas Impaired Driving Task Force. The Impaired Driving Plan provides a comprehensive strategy for preventing and reducing impaired driving behavior in Texas.

Sincerely,

Michael A. Chacon, P.E.  
Director, Traffic Operations Division

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

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## Glossary of Terms

**Crash Reporting** – Various data sources contribute to forming problem identifications, and project and program evaluation. The majority of data in the Texas Impaired Driving Plan (TIDP) originates from the Texas Department of Transportation Crash Records Information System (TxDOT CRIS). TxDOT maintains CRIS, which is a statewide, automated database for reportable motor vehicle traffic crashes received by TxDOT. CRIS crashes are derived from individual Texas Peace Officers crash reports (Form CR-3). Reportable motor vehicle crashes are crashes involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any one person to the apparent extent of \$1,000.

Crashes are classified as K, A, B, or C-level crashes, so named to correspond to the most severe injury resulting from the crash as determined by the investigating officer:

- **K = Fatal Injury (Fatality).** A fatal injury (fatality) is any injury sustained in a motor vehicle traffic crash that results in death within thirty days of the motor vehicle traffic crash.
- **A = Incapacitating injury.** An incapacitating injury is any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities s/he was capable of performing before the injury occurred.
- **B = Non-incapacitating injury.** A non-incapacitating injury is any injury, other than a fatal or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred.
- **C = Possible injury.** A possible injury is any injury reported or claimed which is not a fatal, incapacitating, or non-incapacitating injury.

**Location Specific** – Crash data, driver, vehicle, roadway characteristics, and other contributing factors are collected from TxDOT.

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

**Crash Reporting Information System (CRIS)** – CRIS data supports problem identifications at statewide and local levels. These range from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed toward identifying and quantifying specifically targeted local and statewide traffic safety problems. Because of minor differences in coding rules and data certification, Fatality Analysis Reporting System (FARS) data reported at the national level are not always in sync with CRIS data.

**Driving Under the Influence (DUI)** – Texas statute provides a provision for any detectable amount of alcohol when a person is under 21 years of age. The Texas statute that covers DUI is ABC 106.041 Driving Under the Influence by Minor.

**Driving While Intoxicated (DWI)** – A person commits an offense of DWI if the individual is operating a motor vehicle in a public place and has lost the normal use of his/her mental and/or physical faculties due to the introduction of alcohol and/or other drugs, or is at or above a 0.08 BAC.

**Impaired/Impairment** – The condition of being unable to perform as a consequence of physical or mental unfitness. Related to DWI, this unfitness was caused by the consumption of alcohol and/or other drugs and is evidenced by a BAC of at or above 0.08 g/dL, or the observation of a driver who has lost the normal use of his/her mental or physical faculties.

**Recidivism** – Refers to a person's relapse into criminal behavior often after a person receives sanctions or undergoes intervention for a previous crime. Recidivism is measured by criminal acts that resulted in rearrests, reconviction, or return to prison with or without a new sentence within a three-year period following the individual's release. In terms of the TIDP, an example of recidivism would be a person who is arrested for an impaired driving offense, such as DWI, and is rearrested for another impaired driving offense within three years of the first arrest.

**Strategic Highway Safety Plan (SHSP)** – The Texas Strategic Highway Safety Plan establishes statewide goals, objectives, and key emphasis areas in consultation with federal, state, local, and private sector safety stakeholders. It serves as an initial attempt to identify key safety needs and guide investment decisions intended to lead to significant reductions in highway fatalities and serious injuries on all public roads.

**Texas Department of Transportation Alcohol and Other Drug Countermeasures Program** – The Alcohol and Other Drug Countermeasures Program is a program area within the Traffic Safety Section (TRF-TS) of the Traffic Operations Division (TRF) of TxDOT. The Alcohol and Other Drug Countermeasures program secures funding from the National Highway Traffic Safety Administration (NHTSA). The goals of the program are to reduce the number of alcohol impaired and driving under the influence of alcohol and other drug-related crashes, fatalities, and injuries; and to reduce the number of DUI-related crashes where the driver is under age 21.

**Texas Impaired Driving Plan (TIDP)** – The TIDP is intended to specifically support and inform the Texas Alcohol and Other Drug Countermeasures Program. The TIDP was developed based on the requirements of FAST Act Section 405(D) and NHTSA's Uniform Guidelines for State Highway Safety Programs. The TIDP is maintained, updated, and approved annually by members of the Texas Impaired Driving Task Force.

**Texas Impaired Driving Program Internal Assessment Matrix** – Following the November 2010 State of Texas Impaired Driving Program Assessment, Texas began utilizing an internal assessment matrix as a discussion and action item tool for the Texas Impaired Driving Task Force (TIDTF). The matrix is included as an appendix within the TIDP, and therefore, is updated annually with every iteration of the TIDP. The matrix details the final recommendations from the NHTSA Assessment Team with special emphasis on the priority recommendations. This matrix tool is an easy-to-read table that details the recommendations, implementation status, and commentary or references that are specific to each recommendation.

**Texas Impaired Driving Task Force (TIDTF)** – A group of individuals and organizations representing the diverse stakeholders who are involved with impacting the impaired driving problem in the State of Texas. The TIDTF has representatives from a cross-section of organizations covering the areas of prevention, the criminal justice system, media development and education, advocacy, research, driver licensing and traffic records, traffic safety program management, as well as public health, screening, and treatment. Texas is a large, diverse state, so the members of the TIDTF provide representation in nearly every aspect of the impaired driving spectrum, as well as geographic and demographic perspectives.

At a minimum, the TIDTF meets twice a year in Austin, TX. The TIDTF is supported by several subcommittees that work throughout the year, as well as respond to actions via email as the need arises. The TIDTF is funded through and supported by a TxDOT grant.





## Background

### Strategic Highway Safety Plan (SHSP)

In cooperation with local, state, federal, tribal, and other public and private safety sector stakeholders, Texas has developed a comprehensive Strategic Highway Safety Plan (SHSP). The SHSP is a major component and requirement of the Highway Safety Improvement Program (23 U.S.C. § 148). The SHSP is a coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The Texas SHSP identifies the State's key safety needs and guides investment decisions towards strategies and countermeasures with the most potential to save lives and prevent injuries.

Although the Texas SHSP contains a component that addresses the issue of impaired driving, the State determined that developing an impaired driving plan for Texas was a critical step in achieving further reductions in the number of impaired driving fatalities, injuries, crashes and impaired driving in general. The Texas Impaired Driving Plan (TIDP) was developed to meet this need.

### Texas Impaired Driving Plan (TIDP)

The TIDP was developed in accordance with and reflects all elements set forth by the National Highway Traffic Safety Administration's (NHTSA) Uniform Guidelines for State Highway Safety Programs, Number 8 – Impaired Driving. The TIDP is a robust guide to activities and programs Texas is using to address impaired driving in the State. The Texas Impaired Driving Task Force (TIDTF) has updated, maintained, and approved the TIDP annually since inception. Appendix J is approval forms for the FY 2017 TIDP.

The TIDP has developed and approved this plan in preparation for submission through Tx-DOT to the NHTSA in accordance with FAST Act. This plan is a qualifying criterion for Section 405(d) Impaired Driving Countermeasures grant funding for Mid-Range States, and Texas is in this category.

**The TIDP is a robust guide to activities and programs Texas is using to address impaired driving in the State.**

Texas must continue to seek innovative and evidence-based solutions to address the problem of impaired driving.

In August 2015, the State of Texas underwent a technical assessment for its Impaired Driving Program (also referred to as the TxDOT Alcohol and Other Drug Countermeasures Program). The TIDTF reviews the assessment recommendations annually to determine the State’s status or progress toward implementation. Since 2010, the TIDTF has used the internal program assessment matrix (Appendix A) as a tool to keep record of assessment recommendations and progress. The matrix moves beyond individual recommendations to ensure that the TIDP serves as a framework for continuous improvement in reducing impaired driving crashes.

**Problem Identification**

Impaired driving continues to be a significant issue in the State of Texas. Every year since 2010, nearly 1 in 3 roadway fatalities in Texas has involved a DUI crash. While the percentage of motor vehicle fatalities that are DUI has been decreasing over the years, Texas must continue to seek innovative and evidence-based solutions to address the problem of impaired driving.

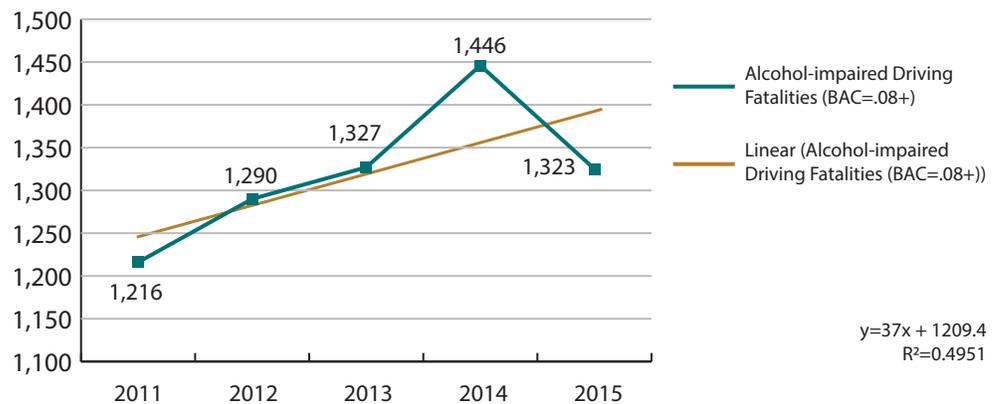
A number of potential performance measures were identified that could be used to illustrate the impact of countermeasures and demographic changes on the number of alcohol-related fatalities.

The TIDP utilizes performance measures typically used by TxDOT in reporting to federal agencies, including NHTSA. Texas reports alcohol-related crash statistics to NHTSA in terms of the following:

- Number of fatalities involving driver or motorcycle operator with 0.08 BAC or above
- Rate of alcohol-related fatalities per 100 million VMT
- Percent of fatalities in collisions involving an alcohol-impaired driver or motorcycle operator

The metrics associated with fatal injuries attributed to crashes involving at least one driver under the influence of alcohol is provided in the figures below. The figures below look at trends in alcohol-impaired driving fatalities using FARS data from 2011 – 2015.

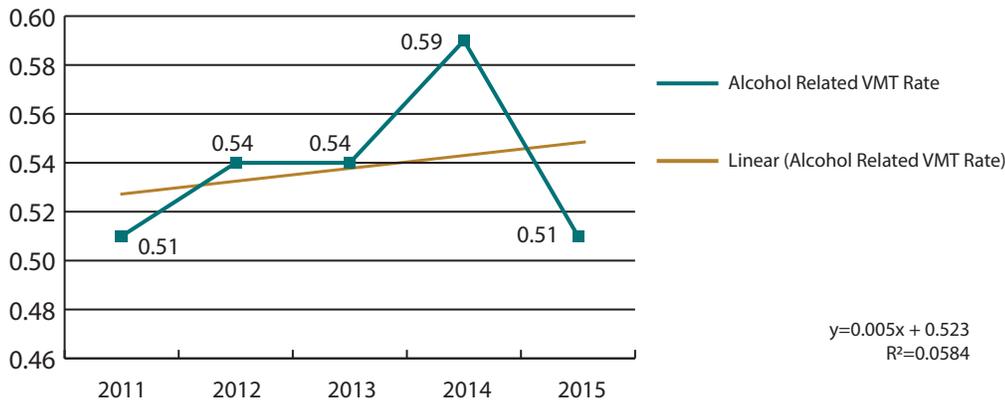
**State of Texas: Alcohol-impaired Driving Fatalities, BAC .08+, 2011-2015 (C-5)**



**Figure 1. Alcohol-Impaired Driving Fatalities, 2011–2015**

As shown in Figure 1, there were 1,323 alcohol-impaired driving fatalities in 2015. Current FARS data suggests that alcohol-impaired driving fatalities are trending upward. However, from 2014 to 2015, Texas experienced an 8.5% reduction in alcohol-impaired driving fatalities, where the driver had a BAC equal to or greater than 0.08.

### State of Texas: Alcohol-impaired Fatality Rate, Per VMT, 2011-2015 (C-5)



**Figure 2. Alcohol-Impaired Fatality Rate, Per VMT, 2011–2015**

Figure 2 illustrates alcohol-impaired fatality rate, per vehicle miles traveled from 2011 – 2015 in Texas. Texas ranks in the top 10 states nationally (fifth) for alcohol-related fatalities per 100 million VMT for FY 2016 (the most current year for which data is available). As of FY 2016 (the most current year for which data is available), this marked the seventh consecutive year Texas has ranked in the top 10 states for alcohol-related fatalities per 100 million VMT.

**Texas ranks in the top 10 states nationally (fifth) for alcohol-related fatalities per 100 million VMT for FY 2016**

### State of Texas: Percent of Alcohol-impaired Fatalities, 2011-2015



**Figure 3. Percent of Alcohol-Impaired Fatalities, 2011–2015**

Figure 3 illustrates the percent of alcohol-impaired fatalities from 2011 – 2015 in Texas. In 2015, 38% of motor vehicle fatalities were alcohol-impaired fatalities. Current FARS data suggests there has been a slight downward trend in percent of alcohol-impaired fatalities.



The TIDTF includes traditional and non-traditional leaders from organizations with a keen interest in addressing the problem of impaired driving.

## Program Management and Strategic Planning

### Texas Impaired Driving Task Force (TIDTF)

The primary focus of the TIDTF is to prepare and maintain the TIDP. The TIDP has evolved from a simplified internal assessment into a detailed document that provides both strategic and operational direction for the State and TxDOT specifically in terms of reducing the impaired driving problem on Texas roadways. The complete standard operating procedures for TIDTF can be found in Appendix B, but the major items of responsibility are as follows:

- Identify specific impaired driving problems in Texas spanning the entire process (from prevention to enforcement to adjudication to treatment)
- Identify and recommend methods to reduce impaired driving in Texas
- Identify obstacles impeding the deployment of effective countermeasures in Texas and evaluate such countermeasures
- Identify and address unintended consequences that have or may result from the implementation of countermeasures including laws, campaigns, and processes
- Establish and maintain an effective network of stakeholders to communicate and work collaboratively to address the problem of impaired driving in Texas

### Membership

The TIDTF includes traditional and non-traditional leaders from organizations with a keen interest in addressing the problem of impaired driving. The TIDTF consists of 59 members, and membership is primarily composed of representatives from subgrantees associated with the Alcohol and Other Drug Countermeasures Program within the Traffic Safety Section (TRF-TS) of TxDOT. The TIDTF continually assesses weaknesses and gaps in expertise, and if an area of the impaired driving problem is not reflected through current membership, then the TIDTF reaches out to non-affiliated individuals or organizations with an invitation to join.

All projects supported by TRF-TS are based on thorough problem identification that utilizes State and federal crash data, as well as other data related to geographic and demographic

aspects of traffic safety and driver behavior. The State and, more specifically, the TIDTF, use education, encouragement, enforcement, engineering, emergency response, and evaluation in order to develop strategies for addressing identified problems and targeted groups. To ensure that the State is making progress, performance metrics have been identified and stakeholder input and participation have been demonstrated through the creation and maintenance of the TIDP.

Detailed information regarding TIDTF membership and meetings can be found in Appendices C and D. Appendix C is a comprehensive list of individual members, and Appendix D details TIDTF membership by organization and focus area.

### **Meetings**

The TIDTF meets twice a year in Austin, TX. These meetings are administratively conducted by the Texas A&M Transportation Institute (TTI). The first meeting is held in the fall – typically in October – prior to the traffic safety proposal cycle. The second meeting is held in the spring – typically in April – in conjunction with the Statewide Impaired Driving Forum. In FY 2017, these meetings were held on Thursday, October 13, 2016 and Thursday, April 27, 2017. Detailed notes, agendas, and attendance from each of these meetings can be found in Appendix E.

### **Subcommittees**

In addition to the in-person meetings, the TIDTF is supported by several subcommittees that meet via webinar and email throughout the year. Currently, the TIDTF is supported by three subcommittees: Legislative, Education, and DWI Monitoring and Technology. Each subcommittee has elected a subcommittee chair and/or co-chair who work with the TIDTF administration to liaison with the larger TIDTF.

- Education Subcommittee Co-Chairs – Dannell Thomas and Nina Saint
- Legislative Subcommittee Chair – Clay Abbott
- DWI Monitoring and Technology Subcommittee Chair – Paige Ericson-Graber

Each subcommittee operates with a certain amount of autonomy, self-selecting the topics they will further investigate and report on to the TIDTF. Due to the nature of their topics, each subcommittee meets at varying frequency and meetings are determined by need. The DWI Monitoring and Technology Subcommittee did not meet in FY 2017. Appendix F contains notes from subcommittee meetings.

### **2017 Texas Impaired Driving Forum**

The Texas Impaired Driving Forum is a 1-day event that is open to both to the public and impaired driving safety stakeholders. The Forum provides a platform for impaired driving safety experts from diverse backgrounds to share their knowledge and experience in impacting impaired driving. The 2017 Texas Impaired Driving Forum was funded through and supported by the same highway safety grant that administers the TIDTF. Although the TIDTF does not officially host the Texas Impaired Driving Forum, the TIDTF does provide a significant amount of input during the planning process, including providing suggestions for guest speakers/organizations, panel topics and sessions, and members often help to secure speakers for the event. Appendix G contains the 2017 Forum agenda.

**In addition to the in-person meetings, the TIDTF is supported by several subcommittees that meet via webinar and email throughout the year.**

The TxDOT Traffic Safety Section (TRF-TS) sought public comments by posting a Request for Comments (RFC) in the Texas Register.

### Strategic Planning

The most recent strategic planning session for the Texas Traffic Safety Program addressed the period including FY 2012 – 2017. The session reevaluated the program areas, goals, strategies, and reviewed the traffic safety program mission statement.

The TxDOT Traffic Safety Section (TRF-TS) sought public comments by posting a Request for Comments (RFC) in the Texas Register. The Texas Register serves as the journal of state agency rulemaking. TRF-TS also sent e-mail notifications to all registered users of TxDOT's Traffic Safety Electronic Grants Management System, eGrants. The following organizations submitted formal comments through the call posted in the Texas Register:

- Law Enforcement Mobile Video Institute – University of Houston
- NHTSA Region 6
- San Antonio Metropolitan Planning Organization
- Texas A&M Transportation Institute
- Texas Center for the Judiciary
- Texas Department of Transportation - Traffic Safety and Engineering Professionals within TRF at Austin Headquarters
- Texas Department of Transportation - Traffic Safety Specialists
- Texas Education Agency

As an outgrowth of the overall strategic planning process, Texas developed specific goals for the traffic safety program along with specific strategies and associated performance measures.

The following are the Goals, Strategies, and Performance Measures established for the Alcohol and Other Drug Countermeasures Program Area for the Texas Highway Safety Plan through the State's strategic planning process:

#### Goals

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

#### Strategies

- Educate the public and stakeholders on the use of interlock devices and other alcohol monitoring technologies for DWI offenders
- Improve adjudication and processing of DWI cases through improved training for judges, administrative license revocation judges, prosecutors, and probation officers
- Improve and increase training for law enforcement officers
- Improve anti-DWI public information and education campaigns including appropriate bilingual campaigns
- Improve BAC testing and reporting to the State's crash records information system
- Improve DWI processing procedures
- Improve education programs on alcohol and driving for youth
- Increase and sustain high visibility enforcement of DWI laws

- Increase enforcement of driving under the influence by minors laws
- Increase intervention efforts
- Increase public education and information, concentrating on youth age 5-13 and 14-20, including parent education on drinking and driving
- Increase the number of law enforcement task forces and coordinated enforcement campaigns
- Increase the use of warrants for mandatory blood draws
- Increase training for anti-DWI advocates

Strategic planning goals and strategies are not only part of the internal operations of the Alcohol and Other Drug Countermeasures Program, but they have also been integrated into the actions of the TIDTF. The following are the performance measures that have been identified as metrics to assess the impact of the TxDOT Alcohol and Other Drug Countermeasures Program.

### **Performance Measures and Targets**

- Target: Fatalities involving driver or motorcycle operator with >0.08 BAC (C-5)
  - 2017 Target: To decrease the expected rise of alcohol-impaired fatalities from 1,446 alcohol impaired fatalities in 2014 to not more than 1,515 alcohol-impaired fatalities in 2017
  - 2019 Target: To decrease the expected rise of alcohol-impaired fatalities from the projected 1,546 alcohol-impaired fatalities in 2017 to not more than 1,607 alcohol-impaired fatalities in 2019
- Target: DUI incapacitating injuries
  - 2017 Target: To decrease the number of DUI incapacitating injuries from 2,598 DUI incapacitating injuries in 2015 to 2,474 DUI incapacitating injuries in 2017
  - 2019 Target: To decrease the number of DUI incapacitating injuries from the projected 2,474 DUI incapacitating injuries in 2017 to 2,329 DUI incapacitating injuries in 2019
- Target: Alcohol-impaired rate per 100 million vehicle miles traveled (100 MVMT)
  - 2017 Target: To decrease the expected rise of the alcohol-impaired rate per 100 MVMT from .59 alcohol-impaired fatality rate in 2014 to not more than .60 alcohol-impaired fatality rate per 100 MVMT in 2017
  - 2019 Target: To decrease the expected rise of the alcohol-impaired rate per 100 MVMT from the projected .62 alcohol-impaired fatality rate in 2017 to not more than .63 alcohol impaired fatality rate per 100 MVMT in 2019
- Target: Percentage of Alcohol-impaired fatalities
  - 2017 Target: To decrease the expected rise of the percentage of alcohol-impaired fatalities from 41% alcohol-impaired fatalities in 2014 to not more than 42% alcohol-impaired fatalities in 2017
  - 2019 Target: To decrease the expected rise of the percentage of alcohol-impaired fatalities from the projected 43.3% alcohol-impaired fatalities in 2017 to not more than 43.0% alcohol-impaired fatalities in 2019
- Target: Number of impaired driving arrests / grant funded enforcement activities
  - 2017 Target: NHTSA activity measure - no objective set
  - 2019 Target: NHTSA activity measure - no objective set

**Strategic planning goals and strategies are not only part of the internal operations of the Alcohol and Other Drug Countermeasures Program, but they have also been integrated into the actions of the TIDTF.**

The TxDOT Alcohol and Other Drug Countermeasures Program area has a comprehensive approach to addressing the problem of impaired driving in Texas.

**Program Management**

The Highway Safety Office (HSO) is managed by the Traffic Safety Section (TRF-TS) in the Traffic Operations Division (TRF) of TxDOT. The program management staff is located at the Austin headquarters, and the traffic safety specialist field staff is stationed across the State in support of the 25 TxDOT districts. Federal funding is secured from NHTSA, a division of the U.S. Department of Transportation (USDOT).

In FY 2017, 345 traffic safety grants were awarded to state and local governmental agencies, colleges and universities, and non-profit agencies across Texas. There were 129 Alcohol and Other Drugs Countermeasures projects awarded in FY 2017, and there are 111 planned in the Texas Highway Safety Plan for FY 2018. Appendix H is a list of Alcohol and Other Drugs Countermeasures projects funded in FY 2017 (the most recent year available).

The TxDOT Alcohol and Other Drug Countermeasures Program has developed strong relationships with a diverse set of program partners as well as other individuals and organizations not currently affiliated with TxDOT. This network not only addresses the goals and strategies associated with the TxDOT Alcohol and Other Drug Countermeasures Program but also provides expert resources for the program in an ad hoc capacity. The TIDTF works together with TxDOT to create a multifaceted, cohesive program, as opposed to a group of disjointed projects and organizations, in order to address the problem of impaired driving in Texas.

**Resources**

The TxDOT Alcohol and Other Drug Countermeasures Program area has a comprehensive approach to addressing the problem of impaired driving in Texas. The following table provides a fiscal summary for FY 2016–2018:

**Table 1. Fiscal Summary for FY 2016 – 2018**

	FY 2016 Awarded	FY 2017 Awarded	FY 2018 Planned
Federal Funds	\$ 16,464,162.46	\$ 15,283,018.10	\$15,548,734.71
State Match	\$ 300,000.00	\$ 300,000.00	\$374,950.00
Local Match	\$ 29,829,295.20	\$ 26,977,924.01	\$26,515,044.43
Program Income	\$ 8,000.00	\$ 8,800.00	\$0.00
<b>Total</b>	<b>\$46,601,457.66</b>	<b>\$42,569,742.11</b>	<b>\$42,438,729.14</b>

Currently, some of the costs associated with addressing impaired driving issues in Texas are supported by fines related to offenses. The Texas State Legislature has been hesitant in recent years to impose additional fines. The TIDTF continues to examine ways that fines could be applied in order to support traffic safety initiatives from a fiscal perspective.

The Texas State Legislature operates under the biennial system and convenes in January of odd-numbered years. The 85th Texas Legislature convened on January 10, 2017, and the regular session ended on May 29, 2017. A list of impaired driving-related bills that have been signed into law by then will be included in the FY 2018 TIDP.



### Data And Records

The primary source of data used for traffic safety programs originates from information collected by law enforcement officers at a crash site. This information is then input into a statewide crash database known as CRIS. Texas has spent significant time and resources upgrading its crash records system so that local- and state-level stakeholders have accurate and complete datasets to analyze.

CRIS data is combined with other data sources including the U.S. Census, FARS, and other localized databases to ensure that the State's impaired driving program is fully supported in regards to data analysis and evaluation. These data and the subsequent analyses inform engineering, enforcement, education, emergency response, and evaluation activities throughout the State.

This part of the impaired driving program also satisfies the need for integration with the Traffic Records Coordinating Committee (TRCC). TRCC is comprised of designees from TxDOT, the Department of State Health Services (DSHS), Texas Department of Public Safety (TxDPS), and the Texas Center for the Judiciary (TCJ), who are also members of the TIDTF. TTI provides additional extensive data analysis to TxDOT and facilitates the development of the SHSP.

**The primary source of data used for traffic safety programs originates from information collected by law enforcement officers at a crash site.**

**Program Management and Strategic Planning Recommendations from 2015 Impaired Driving Program Technical Assessment**

Recommendation	Status	Comments
<b>I. Program Management and Strategic Planning</b>		
<b>A. State and Tribal DWI Task Forces and Commissions</b>		
<b>Create and convene a Governor’s Executive Committee of the Impaired Driving Task Force chaired by a Texas Department of Transportation Commissioner (appointed by the Governor) with a membership consisting of the Attorney General, six State Senate members (appointed by the Lt. Governor), and six House members (appointed by the Speaker of the House) meeting in even numbered years to discuss legislative recommendations provided by the full administrative support from the Traffic Operations Division-Traffic Safety Section (TRF-TS)</b>	Not Being Addressed Currently	The TIDTF submitted a support letter for the establishment of the Governor’s Executive Committee to the Texas Transportation Commissioner in FY 2016.
<b>B. Strategic Planning</b>		
<b>Develop and fund a driving under the influence/driving while intoxicated (DUI/DWI) tracking system that would link Texas criminal justice agencies databases in order to create a network containing offenders criminal history, arrests, warrants, photographs, and fingerprints, to ensure access to offenders previous and/or current DUI/DWI history</b>	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the Task Force.
<b>C. Program Management</b>		
Conduct a study to determine the Texas Highway Safety Office’s needs for better and more accurate impaired driving data	Not Being Addressed Currently	A call for a formal study has not been made by TxDOT to pursue this recommendation. However, as part of ongoing program efforts, subgrantees are performing annual statewide impaired driving crash analyses that pertain to the state’s need for identifying impaired driving data.
<b>D. Resources</b>		
Evaluate impaired driving programs to determine if resources are being allocated in the most effective manner	Complete and Ongoing	This activity is performed at the State level by TxDOT. Program partners do not participate at this level unless directed to do so by TxDOT. This does not preclude an independent investigation of resources effectiveness as part of a larger project related effort.
Establish private/public partnerships to increase funding for the impaired driving program	Complete and Ongoing	Funding and in-kind contributions are being provided from the private sector to support various local and state programs being implemented in the state. For example, AAA DWI March for Change.
Support initiatives that will encourage the Governor and legislature to enact legislation that increases driving while intoxicated fines to generate funding for the impaired driving program	Not Being Addressed Currently Requires Legislative Action	Program partners are unable to pursue, promote, or lobby legislative activity at any level.

Recommendations in **bold** indicate priority recommendations identified by the technical assessment team



## Prevention

NHTSA recommends that impaired driving prevention programs include public health approaches, such as interventions that alter social norms related to drinking and driving, change the occurrence of risky behaviors, and create safer environments. Texas encourages prevention through a diverse and culturally responsive set of multifaceted approaches including public health, advocacy, communication campaigns, alcohol service restrictions, employer programs, safe community initiatives, driver education, and educational outreach. These prevention approaches are achieved through local, state, and national partnerships that utilize evidence-based strategies and best practices. The following subsections detail efforts being made by TIDTF members to promote and educate Texans on responsible alcohol consumption.

### Responsible Alcohol Service

The TIDTF works with TxDOT subgrantees and other local and statewide organizations to promote policies and best practices to prevent drinking and driving, drinking by underage individuals, any alcohol service to minors, and prevention of over service to those individuals aged 21 and over at the statewide and community level. Education is promoted and provided by the TIDTF, TxDOT, and other organizations to ensure voluntary compliance with the Texas Alcoholic Beverage Code and promote responsible alcohol service.

One organization which works to promote responsible alcohol service is the Texas Alcoholic Beverage Commission (TABC). TABC regulates third party seller-server schools available throughout Texas and online. The program covers Texas' underage and over service laws, and prevention strategies. TABC-approved seller server schools train about 350,000 people each year. The certification is valid for two years. Currently, Texas law does not require seller/servers to be certified, but administrative sanctions are offered to licensed locations that require the certification and meet other minimum standards.

Each time employees stop service to a minor or intoxicated person, they are protecting themselves, the business, and the community from serious consequences.

**NHTSA recommends that impaired driving prevention programs include public health approaches, such as interventions that alter social norms related to drinking and driving.**

**The Retailer Education and Awareness Program (REAP) was designed by TABC staff to provide education for all staffing levels of alcoholic beverage retailers.**

The Retailer Education and Awareness Program (REAP) was designed by TABC staff to provide education for all staffing levels of alcoholic beverage retailers. This program provides owners, managers, and general employees of retail establishments the opportunity to REAP the benefits of continued education and compliance with the State's alcoholic beverage laws. Hosted by TABC, the two-hour program addresses common issues related to minors and intoxicated patrons. The course covers both on- and off-premise scenarios in one training environment and is easily customizable to individual training needs.

The program is designed to create a dialogue between TABC and all levels of alcoholic beverage retail staff while in an educational environment. TABC agents and auditors will cover topics to retrain even the most seasoned employees while also asking for feedback and opening the class up for questions, so those involved leave with a better understanding of possible problem areas and solutions. The goal of the REAP educational program is to help all alcoholic beverage retailers promote responsible alcoholic beverage sales and service.

### **Risk-Based Enforcement**

TABC has developed a risk-based program to focus on at-risk behavior that may indicate a pattern of bad business practices that could lead to serious violations. This process includes looking for pre-determined factors in the application, examining administrative violation history, and gathering intelligence from other law enforcement and governmental agencies.

The key elements of the risk-based enforcement program are: increased inspection frequency for retailers with past histories of public safety violations, a greater emphasis on "after hours" establishments that illegally sell or permit consumption of alcoholic beverages during prohibited hours, and prioritization of its complaint investigations to give investigations involving allegations of public safety offenses first priority in terms of time and resources.

### **Priority Inspection**

TABC identifies retailers whose premises have been the scene of an offense with public safety implications, or that have been the subject of multiple complaints alleging such violations. Once identified, these retailers are assigned to one of five priority levels, which determine the frequency of TABC inspections. Priority levels are assigned based on the severity and number of past violations or complaints, and on the length of time since the most recent violation or complaint. At the highest level, locations are inspected bi-weekly. As time passes, so long as no new violations are observed, a business will progress downward through the priority tiers. Inspections become less frequent with each downward step among the tiers. At the end of the 12-month period, retailers are subject only to an annual inspection.

Public safety violations have been given priority status due to their correlation with patrons' level of intoxication when they are leaving licensed premises. These public safety violations are alcohol age-law offenses, intoxication offenses, prohibited hours offenses, drug-related offenses, disturbances of the peace, and human trafficking. Vice offenses such as prostitution are also considered when assigning priority status. Violations indicative of retailer financial stress are also reviewed because such offenses have been found to occur concurrently with or as a precursor to actual public safety offenses.

As part of this program, TABC also provides free training opportunities to retail managers and employees in an attempt to prevent future violations. Field offices are required to offer these opportunities to all retailers qualifying for the two highest tiers but routinely make them available to all other retailers as well. As result of its training initiatives, some 20,000 retail managers and employees were trained on illegal sales recognition and prevention "best practices" techniques.

During FY 2016, 5,883 retailers qualified for priority status. TABC enforcement agents conducted over 25,279 inspections of these priority status retailers as the year progressed. These inspections produced 297 criminal cases and 548 administrative cases, mostly involving additional public safety offenses. Due to this model of compliance, the percent of inspections of priority locations resulting in the discovery of public safety violations has steadily declined, falling from 12.8% in FY 2006 to 6.1% by the end of FY 2016.

### **Promotion Of Transportation Alternatives**

TxDOT supports several projects related to responsible transportation choices including media campaigns and programs that directly support alternatives to driving after drinking. TxDOT has implemented the following media campaigns aimed to prevent impaired driving: Football Season Impaired Driving, Christmas/New Year Holiday Campaign, College and Young Adult, Hispanic Impaired Driving Campaign, Faces of Drunk Driving, and Labor Day Campaign.

The TIDTF works with other agencies which are not funded by TxDOT in order to continue to address this important component. Some of these initiatives include: university peer-to-peer programs such as TTI's "U in the Driver Seat program" and its associated Designated Unimpaired Driver Extraordinaire (D.U.D.E.) outreach messaging platform. In concert with the philosophical approach of the program's positive peer messaging format and to help address the growing challenges with "other drugs" (i.e., other than alcohol), the D.U.D.E. outreach initiative is designed to help address impaired driving on a much broader scale. Other examples of promoting and/or providing transportation alternatives include: CARPOOL at Texas A&M University and Driving Jacks at Stephen F. Austin University; transportation alternatives at Fiesta and Fort Worth Stockyards; small businesses providing alternative transportation and employer incentive programs; taxi voucher programs; and extended hours of public transportation.

As demand for alternative sober rides home have increased, private-for-profit companies have emerged to meet this need. One such type is a membership company which guarantees a ride or spare driver for the impaired person. Sober Monkeys, for example, not only provides a ride home for the intoxicated individual, but it also provides a professional sober driver for the intoxicated person's vehicle. Companies such as URide, Uber, and Lyft provide safe rides home much like a taxi would. Another example of safe transportation for those who intend to drink is shuttles to and from night life areas. These services allow individuals to schedule a ride to and from their destination. Additionally, some cities such as Austin are attempting to encourage the public to utilize these alternative modes of transportation by not ticketing or towing vehicles that are left overnight in the downtown area.

### **Reducing Underage Access to Alcohol In Social Settings**

The TIDTF works with various statewide organizations to promote best practices for social hosting. Social hosts are individuals who provide a setting, whether a home or private property, where underage drinking occurs. Such parties can result in various negative consequences such as vandalism, impaired driving, alcohol poisoning, and sexual assault. Responding to these parties places a costly burden on police, fire, and emergency services.

Coalitions across the State educate communities on the dangers of underage drinking parties and the importance of holding social hosts accountable for the costs these parties impose on communities. Coalitions educate communities on current laws regarding providing alcohol to minors as well as the importance of youth abstention until 21 to reduce the likelihood of alcohol addiction. Organizations such as Texans Standing Tall (TST) train law enforcement on controlled party dispersal, so law enforcement personnel can respond to parties and ensure the safety of the youth attendees and the surrounding community. And, where social host ordinances have been passed, trained law enforcement can provide support to the commu-

**TxDOT supports several projects related to responsible transportation choices including media campaigns and programs that directly support alternatives to driving after drinking.**

Although it is no longer taught in school, young drivers receive a minimum of six alcohol awareness hours through Texas driver education programs.

nity for enforcing those laws. Similarly, the Texas Municipal Courts Education Center offers judicial education on topics related to social hosting.

### **Community-Based Programs**

TxDOT supports utilizing community-based programs that reach target audiences in diverse settings, including:

- Advocacy Groups
- Coalitions
- Community and Professional Organizations
- Driver Education Programs – Public and Private
- Employers and Employer Networks
- Faith-Based Organizations
- Local and State Safety Programs
- Parents and Caregivers
- Public Health Institutions
- Schools – Public and Private
- Statewide Organizations

### **Schools and Education**

In educational environments, community-based programs use public information, education simulators, and training initiatives to engage students, parents and caregivers, and school staff and support personnel to change social norms by reducing alcohol abuse and impaired driving.

Although it is no longer taught in school, young drivers receive a minimum of six alcohol awareness hours through Texas driver education programs. This early education is designed to prevent young drivers from getting behind the wheel while impaired. However, Texas provides a variety of programs to address impaired driving needs in schools at the grassroots level. In addition to the college-level peer-to-peer program (U in the Driver Seat) mentioned previously, TTI has also been widely deploying a peer-to-peer program at the high school level for over a decade. Identified for the last several years as a national best practice, the Teens in the Driver Seat® program is designed to engage, empower, and activate students to become young traffic safety advocates. Having now reached over 750 high schools in Texas, Teens in the Driver Seat® emphasizes helping students avoid impaired driving as a key outreach and educational message. A brief testimonial video exhibiting the program's ability to positively influence and create a traffic safety culture amongst high school students can be viewed at: [https://www.youtube.com/watch?feature=player\\_embedded&v=1H-fq4OVPFs](https://www.youtube.com/watch?feature=player_embedded&v=1H-fq4OVPFs). Additionally, the National Safety Council's Alive at 25 program has been incorporated into some of the municipal courts and teens may be required to participate in the program.

Other community-based programs have included public outreach efforts by various social service entities and organizations as a part of their core public health and safety mission. This includes activities launched by municipal courts, hospitals, regional education service centers, social advocacy groups, institutions of higher education, and private companies. An example is how municipal court programs utilize judges and court staff as resources on impaired driving issues in schools and communities. In addition, hospitals such as Baylor Scott and White Hillcrest employ programs such as the Texas Reality Education for Drivers (RED) Program which are designed to impact risky teen driving behavior. RED educates on driving secure by wearing a seatbelt, driving silent by being free of distractions like cellphones, and driving sober by refraining from using alcohol or other drugs.

## **Employers**

Building an on-going traffic safety culture of preventing impaired driving is also achieved through employers. Transportation is the leading cause of work place fatalities and incidents. As 80% of Texans are employed or live with someone who is employed, and employees drive to and from work and may drive as a part of their job, utilizing the employer is critical to addressing impairment. The workplace is an important area for prevention outreach since the impact of impaired driving not only affects the individual worker and co-workers but also the employer through lost work time, poor performance, re-hiring and training costs, and potential legal liability. Employers are driven to make changes as a result of costs and what impact their bottom line. Impaired driving has a significant impact to the employer; whether it occurs on or off the job. In fact, 81% of an employer's fringe costs are a result of off-the-job behaviors. Impaired driving that occurs within someone's family can also impact the worker, co-workers, and employer. Therefore, employer training, on-going education and messaging, employee assistance programs, and employee health fairs are important opportunities which are used to address driver behavior in the area of impairment.

## **Community Coalitions and Traffic Safety Programs**

In order to capitalize on the potential impact that community outreach can make on the impaired driving problem, Texas utilizes a variety of organizations to raise awareness and, purposefully, impact behavior. These organizations include those groups that both have and have not historically addressed traffic safety.

TxDOT has worked to create and facilitate the continuation of local coalitions. The local nature and membership diversity of these coalitions allow for effective dissemination of information as well as provide for input resources at the state level for strategic and operational initiatives. These coalitions primarily focus on traffic safety in general terms, but each coalition includes a component of impaired driving as an area of interest.

One such organization is TST, which hosts regional forums and trainings based on initiatives that start at the community level to address impaired driving. Additionally, TST is currently working to assess community coalitions and build an online, searchable database that will allow organizations to connect with coalitions in order to identify areas of potential collaboration. This will allow organizations to leverage efforts and resources to reduce underage alcohol use and impaired driving.

Another organization is the Texas Municipal Courts Education Center (TMCEC), which encourages municipal courts to engage in impaired driving prevention through local community events such as Municipal Courts Week and National Night Out. TMCEC also presents awards to those municipal courts that demonstrate outstanding impaired driving prevention measures throughout the year.

Appendix I is a comprehensive list of local and statewide traffic safety coalitions (with at least one focus on impaired driving).

**In order to capitalize on the potential impact that community outreach can make on the impaired driving problem, Texas utilizes a variety of organizations to raise awareness and, purposefully, impact behavior.**

**Prevention Recommendations from 2015 Impaired Driving Program Technical Assessment**

Recommendation	Status	Comments
<p><b>Enact a \$ .10 per drink excise tax increase and dedicate a portion of new revenues to alcohol abuse and impaired driving prevention and treatment</b></p>	<p>Requires Legislative Action</p>	<p>While use of fees to support project self-sufficiency is a priority for program partners, there is concern that taxes, fees, and charges will have opposition. The excise tax is not calculated according to a % of the price of the alcohol but rather by the gallon. The dime a drink is used by partners to simplify the discussion of the strategy. There is no discussion of changing the methodology of the tax but to raise the tax per gallon.</p> <p>In 2015, Texans Standing Tall created a report entitled “The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas.” TST recently commissioned Baseline &amp; Associates to conduct a statewide public opinion survey on report content as it related to increasing alcohol excise taxes. Results show that 65% of registered voters support increasing the alcohol excise tax to improve public health and safety.</p>
<p>Implement high visibility underage drinking enforcement, including party patrols and compliance checks, supported by media campaigns</p>	<p>Complete and Ongoing</p>	<p>TxDOT and the traffic safety partners address underage drinking enforcement through different projects that address the problem through alcohol retail stings, media campaigns, and high visibility enforcement projects.</p>
<p>Enact a strict social host liability statute holding all individuals liable for damages resulting from over service of alcohol to guests</p>	<p>Requires Legislative Action</p>	<p>Texas Alcoholic Beverage Code regulates this issue which allows the State or private citizen to hold accountable those individuals or establishments that overserve alcohol to individual guests or patrons. Administrative and Criminal actions can be levied against individual servers or an establishment that over sells or overserves.</p> <p>Texans Standing Tall provides education to local communities on how to address social access and social hosting through local, civil social host ordinances. Research indicates local civil social host ordinances are a more effective means to address youth social access to alcohol and underage drinking parties. As of April 30, 2017, three cities in Texas have adopted such ordinances.</p>
<p><b>B. Community Based Programs</b></p>		
<p><b>1. Schools</b></p>		
<p>Provide schools with current, Texas-specific impaired driving information for inclusion in health and other curricula</p>	<p>Complete and Ongoing</p>	<p>TxDOT traffic safety partners provide a variety of impaired driving information and educational programs at secondary schools statewide. Much of this effort is led by Texas Education Agency through TxDOT-sponsored and other non-sponsored projects.</p> <p>The Education Subcommittee of the TIDTF actively works toward the ongoing effort of providing schools with current and accurate information. The Subcommittee is currently developing a resource booklet on alcohol awareness programs that will be distributed to schools.</p>
<p>Coordinate school- based impaired driving activities with evidence-based alcohol and substance abuse prevention programs</p>	<p>Complete and Ongoing</p>	<p>In FY 2016, the TIDTF compiled a list of evidence based programs and activities for schools that addresses alcohol and substance abuse prevention. The list of projects is a resource for TxDOT and impaired driving program partners to promote prevention at elementary, middle and secondary education institutions. The list continues to be expanded upon, and will be incorporated into a reference book the Education Subcommittee is compiling that will include other programs that are successful but may not be evidence-based.</p>

Recommendation	Status	Comments
<b>2. Employers</b>		
Continue and expand the Our Driving Concern: Texas Employer Traffic Safety Program	Complete and Ongoing	TxDOT continues to support and fund the National Safety Council's program that addresses impaired driving within occupational settings. The State also supports other program partners for their effort in educating organizations about impairment as it relates to occupational settings.
<b>3. Community Coalitions and Traffic Safety Partners</b>		
Conduct an assessment of community based coalitions that address alcohol and substance use to determine the extent and nature of impaired driving prevention strategies and areas for potential collaboration with the traffic safety community	In Progress	In FY 2017, Texans Standing Tall received a grant to conduct an assessment of community-based coalitions and their efforts with the goal of developing a searchable database. This database will be used to increase opportunities for collaboration on reducing impaired driving.
Coordinate highway safety plans and programs with substance abuse prevention plans and programs	Not Being Addressed Currently	
<b>4. Transportation Alternatives</b>		
Ensure that all designated driver programs stress "no use of alcohol" messages for the designated driver	Complete and Ongoing	TxDOT and program partners promote this message through PI&E messaging using a wide variety of program media campaigns and blitz efforts. These efforts will continue as a foundation for promoting a no use policy for the designated driver.
Ensure alternative transportation programs do not encourage or enable excessive drinking	Complete and Ongoing	TxDOT and program partners promote this message through PI&E messaging using a wide variety of program media campaigns and blitz efforts.
Ensure that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals and do not unintentionally promote over-consumption	Complete and Ongoing	TxDOT and program partners promote this message through PI&E messaging using a wide variety of program media campaigns and blitz efforts.

Recommendations in **bold** indicate priority recommendations identified by the technical assessment team



Over the past 10 years, Texas has effectively involved law enforcement through adjudication in its TxDOT Alcohol and Other Drug Countermeasures Program.

## Criminal Justice System

For Texas' impaired driving program to be effective, it must engage all facets of the criminal justice system including law enforcement, prosecution, the judiciary, and probation/community supervision. Over the past 10 years, Texas has effectively involved law enforcement through adjudication in its TxDOT Alcohol and Other Drug Countermeasures Program. The following sections detail how Texas addresses the engagement of the criminal justice system into the State's impaired driving program.

### Laws

NHTSA has utilized evidence-based research to identify effective countermeasures that are recommended to states to reduce impaired driving. According to NHTSA guidelines, each state is expected to enact impaired driving laws that are sound, rigorous, and easy to enforce and administer. These laws should clearly define the offenses, contain provisions that facilitate effective enforcement, and establish effective consequences. Details related to these guidelines and how Texas laws address each one are included in Table 2.

The Texas statute information is detailed according to the following:

- Penal Code (PC) – A body of laws relating to crimes and offenses and the penalties associated with their commission
- Transportation Code (TC) – Provides definition of rules, offenses and penalties for activities related to the transportation system
- Alcoholic Beverage Code (ABC) – Comprised of statutes related to the sale and consumption of alcoholic beverages
- Code of Criminal Procedure (CCP) – The main legislation related to the procedure for the administration of criminal law
- Health and Safety Code (HSC) – Comprised of statutes and regulations related to controlled substance laws and individuals and organizations providing health care records associated with these activities

**Table 2. Recommended Laws, Provisions for Law Enforcement, and Penalties for Impaired Driving**

	<b>NHTSA Recommendations</b>	<b>Texas Statutes and/or Commentary</b>
<b>Laws Should Define Offenses to Include</b>	Driving while impaired by alcohol or other drugs (whether illegal, prescription or over-the-counter) and treating both offenses similarly;	PC 49.01(2) defines intoxication as caused by “alcohol, a controlled substance, a drug, a dangerous drug, a combination of two or more of those substances, or any other substance into the body.” This definition allows DWI and related offense prosecution by impairment caused by anything. Yes, anything, perhaps the most inclusive statute in the nation.
	Driving with a blood alcohol concentration (BAC) limit of .08 grams per deciliter, making it illegal “per se” to operate a vehicle at or above this level without having to prove impairment;	PC 49.01 (1) and (2) B Definitions TC 724.001 (9) Definitions
	Driving with a high BAC (i.e., .15 BAC or greater) with enhanced sanctions above the standard impaired driving offense;	PC 49.04(D) DWI First time offenders with a BAC over .15 are subject to the highest misdemeanor punishment under the law.
	Zero Tolerance for underage drivers, making it illegal “per se” for people under age 21 to drive with any measurable amount of alcohol in their system (i.e., .02 BAC or greater);	ABC 106.041 Driving or Operating Watercraft Under the Influence of Alcohol by a Minor Texas statute provides for a provision of any detectable amount of alcohol when a person is < 21 years of age. Can be prosecuted for higher offense of DWI when the BAC is .08 or above, or for the loss of normal use of mental or physical faculties due to the introduction of alcohol, a controlled substance, a drug, a dangerous drug, a combination of two or more of those substances, or any other substance into the body.
	Repeat offender with increasing sanctions for each subsequent offense;	PC 49.09 Enhanced Offenses and Penalties ABC 106.041 Driving or Operating Watercraft Under the Influence of Alcohol by a Minor Texas frequently sentences its worst repeat DWI offenders with life sentences.
	BAC test refusal with sanctions at least as strict or stricter than a high BAC offense;	TC 524.022 Period of Suspension
	Driving with a license suspended or revoked for impaired driving, with vehicular homicide or causing personal injury while driving impaired as separate offenses with additional sanctions;	TC 521.202 Ineligibility for License Based on Certain Convictions TC 521.292 Department’s Determination for License Suspension TC 521.457 Driving While License Invalid
	Open container laws, prohibiting possession or consumption of any open alcoholic beverage in the passenger area of a motor vehicle located on a public highway or right-of-way (limited exceptions are permitted under 23 U.S.C. 154 and its implementing regulations, 23 CFR Part 1270);	PC 49.04(c) Driving While Intoxicated PC 49.031 Possession of Alcoholic Beverage in a Motor Vehicle
<b>Laws Should Include Provisions to Facilitate Effective Enforcement</b>	Primary seat belt provisions that do not require that officers observe or cite a driver for a separate offense other than a seat belt violation.	TC 545.413 Safety Belts; Offense TC 545.412 Child Passenger Safety Seat Systems; Offense
	Authorize law enforcement to conduct sobriety checkpoints, (i.e., stop vehicles on a nondiscriminatory basis to determine whether operators are driving while impaired by alcohol or other drugs);	Texas does not have a statute allowing sobriety checkpoints to be conducted in the state. Texas courts have ruled sobriety checkpoints cannot be established without legislative enactment. Repeated attempts to pass such a law have failed.
	Authorize law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers;	Texas case law and statutes prohibit results from these devices being presented to the jury. All admissible breath test results must come from an instrument verified and maintained by the Office of the Scientific Director, DPS Crime Laboratory, such a device has never been approved. Portable breath tests are admissible to establish probable cause outside of the presence of the jury. Statutes neither expressly authorize nor prohibit the use of passive alcohol sensors.

	NHTSA Recommendations	Texas Statutes and/or Commentary
Laws Should Include Provisions to Facilitate Effective Enforcement	Authorize law enforcement to obtain more than one chemical test from an operator suspected of impaired driving, including preliminary breath tests, evidential breath tests, and screening and confirmatory tests for alcohol or other impairing drugs;	TC 724.011 Consent to Taking a Specimen An officer may obtain one or more samples of breath and/or blood.
	Require law enforcement to conduct mandatory BAC testing of drivers involved in fatal crashes.	TC 724.012(b) Taking of a Specimen Texas still has requirements for a mandatory specimen for certain offenses. The original law allowed officers to take a specimen without a warrant, including if the defendant refused to voluntarily provide one. While Missouri v. McNeely no longer allows involuntary blood draws to occur without either exigent circumstances or a warrant, the Texas law itself still requires that a specimen be taken for those certain offenses. For that reason, law enforcement frequently applies for a blood search warrant.
Laws Should Establish Effective Penalties	Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test;	TC 521.372 Automatic Suspension for Certain Drugs
	Prompt and certain administrative license suspension of at least 90 days for first-time offenders determined by chemical test(s) to have a BAC at or above the State's "per se" level or of at least 15 days followed immediately by a restricted, provisional or conditional license for at least 75 days, if such license restricts the offender to operating only vehicles equipped with an ignition interlock;	TC 724.032 Officer Duties for License Suspension; Written Refusal Report TC 724.033 Issuance by Department of Notice of Suspension or Denial of License TC 724.035 Suspension or Denial of License TC 524.022 Period of Suspension TC 521.2465 Restricted License
	Enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment;	PC 49.09 Enhanced Offenses & Penalties TC 521.246 Ignition Interlock Device Requirements TC 521.248 Order Requirements TC 521.342 Person Under 21 Years of Age TC 521.344 Suspensions for Offenses Involving Intoxication TC 521.345 Suspension Under Juvenile Court or Under of Court Based on Alcoholic Beverage Violation by Minor TC 521.372 Automatic Suspension, License Denial CCP 42.12 § 13 DWI Community Supervision CCP 17.441 Conditions Requiring Motor Vehicle Ignition Interlock TC 524 Administrative Suspension of Driver's License for Failure to Pass Test for Intoxication TC 521.457 Driving While License Invalid TC 521.2465 Restricted License
	Assessment for alcohol or other drug abuse problems for all impaired driving offenders and, as appropriate, treatment, abstention from use of alcohol and other drugs, and frequent monitoring;	Texas does not have a statute that requires assessment for alcohol or other drug abuse problems for all impaired driving offenders. But, for probation cases, CCP 42A.257 and 42A.402 mandates evaluations for alcohol and drug rehabilitation.
	Driver license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs.	ABC 106.02 Purchase of Alcohol by Minor ABC 106.071 Punishment for Alcohol Related Offense by Minor ABC 106.04 Consumption of Alcohol by Minor ABC 106.05 Possession of Alcohol by Minor ABC 106.07 Misrepresentation of Age by a Minor ABC 106.115 Attendance at Alcohol Awareness Course; License Suspension PC 49.02 Public Intoxication

## Enforcement

Texas law enforcement includes officers from the Texas Department of Public Safety (TxDPS), police agencies (municipalities, university, school districts, etc.), sheriff's offices, constables, and agents with TABC and Texas Parks and Wildlife.

One of the primary goals of the NHTSA 2015 Statewide Alcohol Assessment was to increase training provided to Texas law enforcement officers in the area of driving while intoxicated/driving under the influence of drugs. For a statewide program to be effective, law enforcement officers must be educated and, subsequently, motivated to see driving while intoxicated as an important component of their enforcement activities.

Texas has provided a long-standing program on updated case law; enforcement techniques such as in-car mobile video and/or officer body worn camera recording of driving while intoxicated, boating while intoxicated, drugged driving offenses, standardized field sobriety testing, and blood search warrant procedures on a statewide basis. Texas also provides the Drug Evaluation Classification Program (DECP), which trains officers to become Drug Recognition Experts (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) education.

Texas has developed integrated professional relationships between law enforcement, prosecutors, judicial educators, advocacy groups, and prevention that have helped to usher in initiatives that have a positive impact on impaired driving-related fatalities. One of the tools the criminal justice system uses is the Law Enforcement Advanced DUI/DWI Reporting System (LEADRS). LEADRS was designed by prosecutors, law enforcement officers and judges to assist law enforcement officers in DWI report writing.

## Publicizing High Visibility Enforcement

Texas has an integrated approach that combines enforcement initiatives with targeted public information and education campaigns. TxDOT works closely with local and state law enforcement agencies to roll out media campaigns in the form of events, distributed materials, as well as earned and purchased media.

One example of implementing high visibility enforcement in Texas is through No-Refusal initiatives. No-Refusal initiatives are a high-profile, organized enforcement strategy designed to combat intoxicated driving. This strategy generally brings law enforcement, prosecutors, magistrates, and medical personnel together in a concerted effort to successfully arrest, prosecute, and convict intoxicated drivers. Through this strategy, law enforcement is able to quickly obtain search warrants from "on call" magistrates in order to take blood samples from suspected intoxicated drivers who refuse voluntary breath or blood tests. No-Refusal initiatives thus take away the driver's ability to refuse to provide scientific evidence of intoxication. These initiatives are publicized at the local level consistent with when they are deployed (i.e., full-time, holidays, or weekends). The statewide media campaigns that address impaired driving in general augment the local marketing of these initiatives. Currently operating in a number of jurisdictions, including in Austin, Dallas, San Antonio, and Montgomery County, No-Refusal initiatives are a good example of how high visibility enforcement is publicized using a local and statewide media. Texas conducts analyses of biological (breath and blood) specimens collected as evidence in criminal cases through the Department of Public Safety Crime Laboratory system, the Texas Breath Alcohol Testing program, and other private or publicly funded laboratories recognized as accredited by the Texas Forensic Science Commission.

**For a statewide program to be effective, law enforcement officers must be educated and, subsequently, motivated to see driving while intoxicated as an important component of their enforcement activities.**

**Texas has strong support at the state and local level in regards to prosecuting DWI and DUI offenders.**

### Prosecution

Texas has strong support at the state and local level in regards to prosecuting DWI and DUI offenders.

One program partner is the Texas District and County Attorneys Association (TDCAA) which supports the Traffic Safety Resource Prosecutor (TSRP). This association provides technical assistance, training, education, and case resources for prosecutors processing impaired driving cases. The TSRP has been a long-standing, critical member of the TIDTF and is instrumental in integrating representatives from law enforcement through adjudication to improve DWI processing in the State. The TSRP has been a significant champion in the No-Refusal initiatives by providing training and technical assistance throughout the State.

At the local level, many prosecutors have joined in implementing integrated approaches to address their jurisdiction's impaired driving problem. A 2010 Listening Session by TDCAA found the overwhelming majority of Texas elected prosecutors hold DWI prosecution to be a priority of their offices. Several local prosecutors are members of the TIDTF and provide a practical perspective related to processing DWI cases through the criminal justice system. They are responsible for implementing No-Refusal programs in their jurisdictions. Many of these prosecutors also spend time and resources to develop localized DWI task forces and work to train law enforcement on DWI procedures and enforcement strategies. The TMCEC also trains prosecutors, judges, and court support personnel on the adjudication of juvenile DUI cases.

The combination of the TSRP and local prosecutors offers the benefit of diverse perspectives in regards to prosecuting DWI cases.

### Adjudication

Texas has a unique judicial system. Different types of courts have specific roles in dealing with the impaired driving problem in the State. The TxDOT Alcohol and Other Drugs Countermeasures Program has worked to improve communication between each of these courts to ensure a comprehensive approach to address the impaired driving problem. Each court type can emphasize how its court impacts the overall problem of impaired driving.

The Texas court system typically becomes involved in a DWI case within 48 hours of arrest, when the offender appears before a magistrate who sets bond and appropriate conditions of bond, including mandatory controlled substance testing and/or the installation of an ignition interlock device.

Bond conditions are important in DWI cases in Texas because those conditions restrict and monitor the defendant's behavior until the case is finalized. Courts are encouraged as a best practice, and in some cases, mandated by statute, to order ignition interlock devices and other alternatives as a condition of bond to keep the community safe while the case is being prosecuted.

After a charging instrument is filed with a trial court, that court oversees the disposition of the case. Impaired driving defendants have the right to a trial by jury for both the guilt/innocence and punishment phases of a trial. However, the majority of DWI cases will be disposed via plea bargain.

Trial courts include specialized DWI/drug courts where criminogenic risk factors and substance abuse issues are addressed with daily supervision from a specialized staff with the goal of addressing the root cause of impaired driving: alcohol and other drugs of abuse.

Other courts, without the DWI/drug court approach, may use more traditional approaches to DWI cases, but they are encouraged to enhance the close monitoring of DWI offenders through the use of ignition interlocks and other transdermal alcohol detection devices.

Each of the different courts has a statewide association that is funded to provide technical assistance and provide education specifically related to impaired driving. These different associations come together once a year to provide education to all of the courts on issues impacting adjudication of impaired driving cases. This integration of the judiciary and the practical continuing education has proven to be a critical element in addressing the problem of impaired driving as well as traffic records and other traffic safety issues in the State.

Texas has instituted specialty courts that are able to address the adjudication and treatment aspects of the impaired driving problem. Members of the TIDTF have also trained judges in smaller jurisdictions to employ the precepts of a DWI/drug court to create hybrid approaches.

The courts that deal with underage alcohol offenses or public intoxication have the opportunity to impact offenders prior to them driving impaired while other courts deal directly with DWI cases. The TMCEC trains courts on implementing “teen court”, a system of being judged by one’s peers that has proven effective in reducing recidivism by the power of peer influence.

### **Community Supervision/Probation**

Offenders who have been convicted of an impaired driving offense have two sentencing options: jail time or probation. In Texas, community supervision is known as probation. In most impaired driving cases, the offender is placed on community supervision for a period of 6 to 24 months. During this time, the offender will likely be required to: report to the probation department or assigned probation officer monthly; pay any fines, court costs, probation fees, and treatment costs ordered; complete community service (no less than 24 hours, no more than 100 hours); attend a state-approved DWI Education course within the first six months of supervision; attend a Victim Impact Panel; complete an alcohol and drug evaluation to determine any substance abuse issues; and complete random substance testing (usually urinalysis and/or breathalyzer). These general probation conditions can be amended by the court or prosecution (prior to disposition) to allow for the unique needs of each offender to be met. Additionally, post-disposition, the court may amend these conditions at its discretion.

The most common addition to the aforementioned probation conditions is the installation of an ignition interlock device in the offender’s vehicle. Depending on the case, a court has the discretion to order an ignition interlock as a condition of community supervision. However, there are some situations where an ignition interlock is mandated by law. When an ignition interlock device is ordered, it is typically ordered for half of the supervision period.

It is important to note an offender cannot receive deferred adjudication for an impaired driving offense in the State of Texas. As a result, many prosecutors have developed Pre-Trial Diversion programs. These programs function much in the same way a deferred adjudication would. Most Pre-Trial Diversion programs require the offender to complete a period of supervision successfully in exchange for the charge against them to be dismissed, typically with the understanding that if they are arrested a second time for an impaired driving offense they will be treated as a repeat offender. Pre-Trial Diversion programs vary in length and requirements vary from county to county. Each is run at the discretion of the prosecutor’s office in that county.

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an offender cannot  
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adjudication for an  
impaired driving offense  
in the State of Texas.**

**An ignition interlock is an alcohol-specific device that is wired into the ignition of a vehicle to prevent the driver from starting the vehicle after consuming alcohol.**



### **Ignition Interlock Program**

An ignition interlock is an alcohol-specific device that is wired into the ignition of a vehicle to prevent the driver from starting the vehicle after consuming alcohol. The device requires the driver to provide a breath sample in order for the vehicle to start. Once the vehicle is started, the device requires the driver to provide additional breath samples at randomly occurring intervals.

Ignition interlock is a mandated condition for certain impaired driving offenders. For those offenders on bond, an ignition interlock should be ordered when the offense is intoxication assault or intoxication manslaughter. Additionally, ignition interlock is required if this is a subsequent impaired driving offense for the offender.

For offenders placed on probation for intoxication assault or intoxication manslaughter, ignition interlock is mandated. Subsequent impaired driving offenders must also be ordered an ignition interlock. In the State of Texas, ignition interlock is not mandated for all first offenders. Effective September 1, 2015, a new law allows an offender to operate a vehicle during a period of suspension if the offender installs an ignition interlock on all vehicles owned or operated by the offender. The ignition interlock must remain on all vehicles owned or operated by the offender until the suspension period is over. However, first offenders with a BAC of .15 or above or who are under the age of 21 at the time of arrest must be ordered an ignition interlock when placed on probation.

Typically, an offender who is ordered an ignition interlock will be required to have the device installed within 30 days of judgment or as a condition of bond. Offenders are usually required to keep the device installed in their vehicle for half of their ordered supervision period, assuming no violations occur.

While many circumstances require an ignition interlock be ordered, courts have the judicial discretion to order a device in other cases as they see fit. Courts also have the discretion to waive the ignition interlock requirement. The TMCEC, Texas Center for the Judiciary, Texas Justice Court Training Center, and Texas Association of Counties train judges and/or court staff on ignition interlock laws.

### **Administrative Sanctions And Driver Licensing Programs**

Texas utilizes administrative sanctions related to impaired driving offenses for both adult and underage individuals. The license sanctions are intended to serve as both general and specific deterrence tactics as well as to help to prevent and monitor impaired driving. Texas provides information related to the consequences of impaired driving in statewide media campaigns. The information on graduated driver licensing (GDL), zero-tolerance laws, and

the requirements related to ignition interlock devices are integrated into the administrative sanctions and driver licensing program in Texas. This information is also part of the driver education curriculum.

Administrative License Revocation (ALR) is a traffic safety countermeasure. An ALR law authorizes police to confiscate the driver’s licenses of individuals arrested on the suspicion of driving under the influence of alcohol and/or other drugs who either refuse to submit to a chemical test (breath or blood) or whose test results indicate a blood alcohol concentration (BAC) above the per se limit of 0.08. Drivers are given a notice of suspension that allows them to drive temporarily during such time the suspension may be challenged through an administrative hearing. If the suspension is not challenged through the hearing process or the suspension is upheld during the hearing, then the driver may have their license suspended for an extended period of time and/or receive an occupational license that allows them to transport themselves to and from work. Table 3 lists the ALR sanctions for adults and Table 4 lists the ALR sanctions for minors.

**Table 3. ALR Sanctions for Adults**

Refuses to provide a specimen following an arrest for DWI/BWI	180 days	First offense
	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, Intoxication Assault or Intoxication Manslaughter conviction during the 10 years preceding the date of arrest
Provided a specimen with an alcohol concentration of 0.08 or greater, following an arrest DWI/BWI	90 days	First offense
	1 year	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, Intoxication Assault or Intoxication Manslaughter conviction during the 10 years preceding the date of arrest

**Table 4. ALR Sanctions for Minors**

Refuses to provide a specimen following an arrest for DWI/BWI	180 days	First offense
	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, Intoxication Assault or Intoxication Manslaughter conviction during the 10 years preceding the date of arrest
Provided a specimen with an alcohol concentration of 0.08 or greater (or any detectable amount), following an arrest DWI/BWI or was not requested to provide a specimen following an arrest for an offense	60 days	First offense
	120 days	If previously convicted of an offense under Section 106.041, Alcoholic Beverage Code or Sections 49.04, 49.07, or 49.08 Penal Code, involving the operation of a motor vehicle
	180 days	If previously convicted twice or more of an offense under Section 106.041, Alcoholic Beverage Code or Sections 49.04, 49.07, or 49.08 Penal Code, involving the operation of a motor vehicle

In addition to these administrative initiatives, Texas is working with prosecution, judiciary, and community supervision professionals to maximize the effective use of ignition interlock devices to reduce recidivism associated with impaired driving.

**Drivers are given a notice of suspension that allows them to drive temporarily during such time the suspension may be challenged through an administrative hearing.**

### Criminal Justice Recommendations from 2015 Impaired Driving Program Technical Assessment

Recommendation	Status	Comments
<b>III. Criminal Justice System</b>		
<b>A. Laws</b>		
<b>Enact reasonable constitutional guidelines through one or more politically accountable governing bodies regarding driving while intoxicated (DWI)/sobriety checkpoints</b>	Requires Legislative Action	Bills relating to sobriety checkpoints have been introduced to the legislature during the last several sessions without success. Texas has taken an alternative approach to address the problem of impaired driving with no refusal programs in multiple counties throughout the state.
Utilize driver license checkpoints, pursuant to Texas Transportation Code 521.025, to monitor compliance with motor vehicle statutes related to safe operation on Texas streets and highways in the absence of legislation authorizing sobriety checkpoints	Not Being Addressed Currently	At present, impaired driving checkpoints are not supported and as such using a license checkpoint as a pretext for impaired driving is not legal nor is it ethical.
<b>Codify driving while intoxicated (DWI) deferral, diversion, and pretrial intervention programs so as to provide uniform statewide guidelines, requirements, and procedures that regulate the implementation, operation, and applicability of such programs</b>	Requires Legislative Action	TxDOT, TDCAA, and program partners are exploring how these programs impact impaired driving and examining processes being used to better understand the practice as a countermeasure. Standards and policy for driving the practice are being explored, however, there does not appear to be a clear path toward standardizing the practice yet.
<b>Enact a statute that establishes a uniform statewide driving while intoxicated case tracking system in which all DWI charges are required to be charge on specifically numbered uniform traffic citations, the disposition of which must be reported to a central record keeping system regardless of whether the offense is refiled as an information, indictment, or results in a dismissal, deferral, diversion, amendment, or reduction of the original citation to a non-alcohol related offense</b>	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the TIDTF.
<b>B. Enforcement</b>		
Expand development and deployment of the driving under the influence (DUI) report writing programs to reduce processing time	Complete and Ongoing	As part of the LEADRS expansion, the program will continue to focus on the report writing process.
Enact a statute that allows well planned and fairly executed sobriety checkpoints	Requires Legislative Action	Bills relating to sobriety checkpoints have been introduced to the legislature during the last several sessions without success.  Texas has taken an alternative approach to address the problem of impaired driving with no refusal programs in multiple counties throughout the state.
Continue Standardized Field Sobriety Tests (SFST) refresher training programs for patrol officers	Complete and Ongoing	The statewide effort for SFST update training is continued through a TxDOT grant.
Expand utilization of Drug Recognition Expert (DRE) officers in driving while intoxicated (DWI) mobilizations and fatal collision investigations	Complete and Ongoing	DREs are incorporated into mobilizations, no refusal enforcement activities, and fatal crash investigations (when available).

Recommendation	Status	Comments
Increase the use of Texas Alcoholic Beverage Commission agents in Selective Traffic Enforcement Program activities	Not Being Addressed Currently	<p>TxDOT sponsors many STEP enforcement projects that address impaired driving. TABC is not one of the agencies that participate in STEP activities as a sub-grantee.</p> <p>There could be better coordination between TxDOT and TABC to communicate which communities receive STEP funding, enabling TABC to use the information for coordinating their operations. Growth in this area could allow for TABC to provide assistance in licensed premises investigations when serious injury crashes are investigated as part of a local police STEP grant or for individual or ride along support for STEP activities. However, TABC has increased the number of undercover operations that are funded through TxDOT grants (which include minor sting and over-service operations).</p>
Continue regular Advanced Roadside Impaired Driving Enforcement (ARIDE) training classes that incorporate a refresher of the SFST and Introduction to Drugs that Impair Driving.	Complete and Ongoing	The statewide effort for ARIDE and SFST update training is provided through training through a TxDOT grant.
Conduct additional Drug Recognition Expert (DRE) training classes to achieve and maintain an adequate contingent of DREs statewide	Complete and Ongoing	The statewide effort for DRE training is provided through a training grant supported by TxDOT.
<b>Expand statewide partners for DRE training through regional training teams</b>	Complete and Ongoing	TxDOT's program partner continues to expand the DRE program and its partnership with other criminal justice constituents by using DRE regional coordinators to provide assistance and information.
Update Drug Recognition Expert (DRE) protocols to require a copy of the face sheet be provided with the blood sample submitted for testing	Complete and Ongoing	The Drug Evaluation and Classification Program Coordinator currently works with TxDPS to remind all the DREs to submit face sheets.
Provide regular, ongoing, training for prosecutors and members of the judiciary on the principles, effectiveness, and accuracy of SFSTs, the DRE program, and approved breath testing instrumentation	Complete and Ongoing	Training and seminars are being conducted through TxDOT at the local district and statewide levels.
Enact a statute establishing per se levels for controlled substances	Requires Legislative Action	
Provide training to law enforcement officers to enable them to properly enforce the Texas ignition interlock device statute	In Progress	In FY 2017, TTI received a grant to provide training to law enforcement – and other stakeholders – on ignition interlock devices and related statutes.
<b>C. Prosecution</b>		
Review the organization, operation, and budget of the Office of the Traffic Safety Resource Prosecutor (TSRP) to determine if additional TSRPs should be funded for purposes including on-site assistance to prosecutors, particularly in rural jurisdictions, in the trial of complex DWI felonies and assistance in argument of motions with significant statewide implications	Complete and Ongoing	<p>TDCAA and TxDOT provide ongoing internal and external assessment with regard to potential for expanding the TSRP program and staff.</p> <p>TDCAA provides ongoing technical assistance through e-mail and outreach to prosecutor offices, law enforcement officers, and other traffic safety professionals. However, there is potential for growth in the area of preparation and assistance at trial.</p>

Recommendation	Status	Comments
Encourage prosecutors and county attorneys to request judges not to permit DWI pleas for jail time in lieu of probation and to urge judges to place convicted DWI defendants on probation with supervision requirements of undergoing drug/ alcohol assessment and treatment where indicated	Complete and Jurisdictional Condition	This is currently performed on a case-by-case basis by prosecutors who can request more punitive sanctions upon conviction. Attorney discretion should be strongly considered, but it should be recognized that acceptable plea bargains depend upon the culture of the community.
Convene a meeting of the prosecutors and county attorneys to develop and recommend specific uniform statewide guidelines, standards, and requirements for the operation of DWI Pre-Trial Intervention programs	Complete and Ongoing	TDCAA program partners continue to work with their internal task force and state attorney's offices regarding standards for pre-trial diversion programs.
Adopt statutory guidelines for the operations of pre-trial deferral, diversion, and intervention programs	Requires Legislative Action	
Educate Law Enforcement and other criminal justice stakeholders on how driver license checkpoints can be constitutionally operated and utilized	Not Being Addressed Currently	At present, impaired driving checkpoints are not supported and as such using a license checkpoint as a pretext for impaired driving is not legal nor is it ethical.
Enact rules of professional conduct and disciplinary rules that either totally prohibit assistant prosecutors from engaging in civil law practice or that limit such civil practice to matters that do not involve issues related to pending criminal matters	Requires Legislative Action	
<b>D. Adjudication</b>		
Convene a task force to investigate and report to the Governor and legislature the current deficient state of DWI record keeping and DWI case disposition practices so that appropriate remedies, statutory or otherwise, can be fashioned to address and cure such deficiencies	Not Being Addressed Currently	The TIDTF drafted and submitted a support letter for the establishment of the Governor's Executive Committee to the Texas Transportation Commissioner in FY 2016.
Continue funding for the further establishment and expansion of DWI/Drug Courts and for the training of judges, prosecutors, and other personnel needed to operate such courts	Complete and Ongoing	The Bexar County Commissioners Court is performing DWI court programs. The Texas Center for the Judiciary provides training for new and continued education for existing DWI courts.  There is room for growth in this area specifically for creating drug courts and for establishing additional DWI and Drug courts at the statewide level.
Encourage judges to not permit DWI defendants to avoid probation where the best interest of the defendant and the public would be served by requiring the defendant to be supervised to complete assessment for alcohol and/or drug addiction and possible referral for treatment.	Complete and Jurisdictional Determination	There is currently education related to appropriate sentencing, but it is left up to the individual judge to determine appropriate sentencing.
Monitor pending caseloads in those jurisdictions in which there are delays exceeding 24-months in the disposition of DWI cases	Complete and Ongoing	MADD participates in the Take-The-Wheel Program which provides training for court monitoring and assessment of trial outcomes. Participants monitor court cases in multiple jurisdictions around the State, including Smith, Gregg, El Paso, Bexar, Harris, Montgomery, Travis, Dallas, Cameron, and Hidalgo Counties.

Recommendation	Status	Comments
<b>Enact a driving while intoxicated (DWI)/Drug Court judges, upon motion from the prosecutor, reward those who successfully complete a DWI/ Drug court program of one year or longer in duration, by waiving surcharges/fines</b>	Requires Legislative Action	The Department of Public Safety is responsible for the surcharge program which is part of the Driver Responsibility Program. Surcharges are administered post-conviction and sanctions are mandated under Chapter 708 Transportation Code. However, the presiding judge has the ability to waive surcharges if finding of indigence.
<b>E. Administrative Sanctions and Drivers Licensing Programs</b>		
<b>1. Administrative License Revocation and Vehicle Sanctions</b>		
Ensure that ignition interlock monitoring is effective and that information about violations has some impact on the non-compliant user	In Progress	In FY 2017, TTI received a grant to provide training to law enforcement – and other stakeholders – on ignition interlock devices and related statutes.
Notify and/or train law enforcement officers about the ignition interlock program and license so that they are able to recognize an interlock-restricted license and take appropriate action for non-compliance	In Progress	In FY 2017, TTI received a grant to provide training to law enforcement – and other stakeholders – on ignition interlock devices and related statutes.
Resolve the continued concern about the administrative hearings’ negative impact on criminal cases based on a study the interaction of administrative and criminal proceedings	Not Being Addressed Currently	
Conduct a study of the effect of the Responsible Driver Act surcharge on subsequent compliance and re-licensure of drivers to determine if alternative source of revenue should be sought	Not Being Addressed Currently	
Provide accountability for the ignition interlock program by specifying in law or policy to whom responsibility for review of driver behavior and sanction of non-compliance belongs	Requires Legislative Action	Compliance should fall to the court that ordered the ignition interlock. Notification of the court should come from CSCD personnel responsible for the oversight of the convicted violator in cases where ignition interlock was a condition of supervision.
Enact a law that allows vehicle sanctions to be used for DWI convictions	Requires Legislative Action	
<b>2. Driver Licensing Programs</b>		

Recommendations in **bold** indicate priority recommendations identified by the technical assessment team

Texas has developed and deployed a comprehensive, integrated communications program that addresses demographic, geographic, cultural, and statutory considerations.

## Communications Program

Texas has developed and deployed a comprehensive, integrated communications program that addresses demographic, geographic, cultural, and statutory considerations. The approaches are audience-specific and innovative in concept and delivery. In addition to developing multi-lingual materials, care has been taken to ensure that messages are culturally appropriate and relevant.

Specific projects and campaigns have been included in Table 5. These efforts represent event-specific, holiday, and year-long efforts. The State’s communications plan involves multiple creative agencies to encourage a high level of ingenuity and integrates the efforts with other impaired driving projects to ensure a comprehensive, consistent message is sent to the intended audience.

**Table 5. Communication Projects and Campaigns**

Project Title	Organization	FY 2016	FY 2017	FY 2018
Statewide Impaired Driving Campaign*	Texas Department of Transportation	X	X	X
DWI March for Change	AAA Texas and the Travis County Underage Drinking Prevention Program	X	X	X
Impaired Driving Mobilization STEP Grant Program	Texas Department of Transportation	X	X	X
Project Celebration	Texas Department of Transportation	X	X	X

\*The Statewide Impaired Driving Campaign includes the following campaigns: Football Season, Christmas/New Year Holiday, College and Young Adult, Hispanic, Faces of Drunk Driving, and Labor Day. These communications campaigns existed as separate impaired driving campaigns until their consolidation in FY 2016.

The TxDOT Traffic Safety staff (headquarters and district level) in conjunction with their creative agency partners has developed strong relationships with the following types of organizations in order to maximize the impact of all communications:

- Corporations - Valero, HEB, AMI, and Clear Channel Communications, etc.
- Business and Professional Associations - Representing restaurants, convenience stores, insurance, colleges, business alliances, chambers of commerce, OSHA, etc.
- Professional Development Groups - Leadership Program for Young Hispanics, etc.
- Youth and College Groups - Teens/U in the Driver Seat and other young driver programs
- Festival and Event Groups - San Antonio’s Fiesta, Fort Worth Stock Show, Circuit of the Americas in Austin, Republic of Texas (ROT) Rally, and college football tailgating and game time
- Alternative Transportation Opportunities - Pre-paid vouchers for cabs, etc.
- Distributor’s Campaign and Education Programs
- Community Outreach Activities – National Night Out, 100 Club, etc.
- National Safety Council’s Employer Network, Safe Communities & Teen Coalitions
- Judicial Networks (Teen Courts, TCCA, Judges/Clerks, etc.)

TxDOT Traffic Safety, in partnership with its creative agency partners, focuses on educating Texans across the State about the important issue of impaired driving by reaching the public through a variety of means. These include but are not limited to:

- TV – Public Service Announcements (PSAs) and Paid Advertising
- Radio – Public Service Announcements (PSAs) and Paid Advertising
- Billboards
- Gas Station Pump Topper Advertisements
- Convenience Store Point of Purchase Reminders
- Parking Lot Banners at Amusement Parks and Other Entertainment Venues
- Posters and Public Information Cards
- Press Releases and Media Events
- News Interviews (Print, TV, Online)
- Online Advertising
- Social Media (YouTube)
- Mobile Advertising
- Bus Wraps
- Sports Sponsorships
- Targeted mailing to employers
- Webinars
- Training
- Newsletters
- Websites

In addition to these mass media tactics, the communications plan includes a serious grass-roots campaign to educate the public through word-of-mouth. TxDOT has 25 districts which are staffed with Traffic Safety Specialists (TSSs) who personally speak to their communities about the issue of impaired driving. They set up information centers at local events, give speeches at high-schools and colleges, sponsor parade floats, and personally distribute educational materials to local employers. Many of the TSSs have organized their own local safety coalitions, comprised of local law enforcement, business leaders, and concerned citizens to address this complex issue at the local level.

For many of the impaired driving campaigns, the creative ad agencies design tours, such as the traveling jail cell for the Labor Day Campaign: Drink. Drive. Go to Jail. These tours travel to the major metro areas, college campuses, and rural safety fairs to spread the word about the dangers of drinking and driving. These tours frequently include a drawing for a prize for anyone who takes a pledge not to drink and drive.

Communication materials on impaired driving are also distributed to driver education classes and driving safety classes statewide. TxDOT and its ad partners regularly distribute educational DVDs with videos showing the consequences of drinking and driving. In the past, these have included documentary-style videos telling the stories of the victims of intoxicated driving and their families. They have also included interviews of real people who have been charged with DWI, telling others about the adverse consequences.

**Communication materials on impaired driving are also distributed to driver education classes and driving safety classes statewide.**

TxDOT and its ad agency partners regularly perform market research to determine what messages and tactics will best reach the target audiences. This is important because Texans live in a fast-changing social environment, and thousands of new people move to Texas every month drawn by the booming economy. Based on this important research, subtle changes to campaigns have been made. One example is “planning ahead” instead of waiting until the drinking begins. Another example is replacing the term “designated driver” with “sober driver” since it has been discovered that frequently the “designated driver” is determined by who is the least intoxicated.

### Communications Program Recommendations from 2015 Impaired Driving Program Technical Assessment

Recommendation	Status	Comments
Develop a communications plan that includes a well thought out plan to deliver life-saving highway safety messages to the intended audiences and traffic safety partners	Complete and Ongoing	TxDOT impaired driving programs utilize a wide mix of media campaigns and media blitz in association with focused mobilization efforts. State strategic highway safety plan, state highway safety plan, and ongoing PI&E campaigns promote lifesaving safety messages to the motoring public and safety partners.
<b>Evaluate the highway safety office marketing to ensure its messages are reaching target audiences</b>	Complete and Ongoing	TxDOT audits the statewide marketing effort as well as associated campaigns and marketing that is encompassed in program projects.

Recommendations in **bold** indicate priority recommendations identified by the technical assessment team

Based on research related to substance abuse in general and impaired driving in particular, a number of offenders have alcohol and/or other drug dependency problems that require complex solutions and approaches for effective intervention.

### Alcohol And Other Drug Misuse: Screening, Assessment, Treatment, And Rehabilitation

Based on research related to substance abuse in general and impaired driving in particular, a number of offenders have alcohol and/or other drug dependency problems that require complex solutions and approaches for effective intervention. The primary reason that screening, assessment, treatment, and rehabilitation are included in the TIDP is to prevent crashes and fatalities by addressing the root cause of a large portion of the impaired driving problem.

This area has been a challenge for the TIDTF to affect. It has been difficult to identify and maintain the appropriate individuals or organizations to serve on the TIDTF since its primary focus is not specifically tied to traffic safety. The TIDTF continues to identify potential representatives in order to better integrate these disciplines into the regular functions of the TIDTF.

In addition to incorporating effective representation into the operations of the TIDTF, Texas has worked to encourage employers, educators, community supervision/probation officers, juvenile case managers, and health care professionals to implement policies and procedures that assist them in screening and assessing individuals so that they might be referred for treatment.

#### Screening and Assessment

The primary manner in which Texas encourages employers, educators, probation officers, and health care professionals to identify and intervene with individuals who they deem in need of appropriate treatment is to educate them on the signs of impairment or substance abuse. These educational initiatives target employers, schools (K-12 and higher education), probation, law enforcement, and health care. From the point of identification, organizations are encouraged to develop processes to refer people to treatment opportunities. This identification and assessment is not required by law, but the basis of this encouragement is general safety, liability, loss of resources, and costs related to absences or criminal processing. For example, probation departments across the state of Texas handle screening of DWI offend-

ers differently. Some departments screen offenders in-house while others refer offenders to licensed providers within the community. Each probation department follows the policies and procedures established by the courts in their jurisdiction and departments. Additionally, Texas provides for DWI or Drug Courts that incorporate screening, assessment, and treatment into its process.

### **Screening and Brief Intervention**

One evidence-based screening that has been implemented by stakeholders is Screening and Brief Intervention Referral to Treatment (SBIRT) or Screening and Brief Intervention (SBI). SBIRT involves a short screening designed to identify both real and potential problem alcohol use. It should also motivate an individual to moderate any harmful behaviors identified. Research indicates that the majority of impaired driving problems are caused by individuals who perceive themselves to be “moderate drinkers.” They underestimate the amount of alcohol consumed in the setting prior to driving and/or how intoxicated they are. The majority of the population driving impaired are risky drinkers (or self-defined moderate drinkers who are unknowingly too impaired to drive); fewer impaired drivers are those who are in need of treatment. As such, research indicates SBI can dramatically reduce impaired driving incidents as well as other injuries sustained under the influence of alcohol. Current statewide grants that are utilizing SBIRT or SBI are: Texans Standing Tall’s Screening and Brief Intervention for Risky Alcohol Use and Related Behavior Among College Students, Texas A&M AgriLife Extension Service’s Watch UR BAC, Texas A&M Transportation Institute’s Alcohol and Ignition Interlock Training for Adult Probation Officers, and the Texas Municipal Courts Education Center’s Motivational Interviewing Program for Juvenile Case Managers.

The TIDTF strongly considers SBIRT and SBI to be effective countermeasures against impaired driving. The TIDTF would like to see additional professionals trained in SBIRT and SBI to implement this strategy statewide.

### **Treatment and Rehabilitation**

With the exception of DWI/Drug Courts, the TIDTF is not directly engaged in treatment and rehabilitation activities. However, the TIDTF works with health care and other professionals related to treatment and rehabilitation. Rural judges are being educated on how to employ innovative approaches to assess and treat offenders in areas where treatment options are limited by engaging community-based options. Local courts are using minor in possession and public intoxication citations as a means to employ early intervention. Self-assessment and treatment referral are part of alcohol education courses required for a wide range of alcohol and drug-related offenses.

While there are no federal funds related to traffic safety available in this area, the TIDTF still considers treatment and rehabilitation to be a valid countermeasure and will continue to pursue other available funding and collaborative opportunities.

### **Monitoring Impaired Drivers**

In Texas, DWI offenders can be monitored through court-ordered probation. Additionally, offenders may be monitored through pre-trial diversion programs, which have been created because Texas does not allow for deferred adjudication of DWI offenses. Typically, offenders in pre-trial diversion programs are monitored by probation departments or courts. Elements of DWI supervision may include ignition interlocks or other monitoring devices, chemical assessment, treatment or rehabilitation, and other sanctions. In addition to ignition interlock, probation departments may require offenders to have an in-home alcohol monitoring device, a transdermal alcohol monitoring device, or a portable alcohol monitoring device. These sanctions are generally applied on a case-by-case basis.

**The TIDTF strongly considers SBIRT and SBI to be effective countermeasures against impaired driving**

**One way to enhance monitoring of offenders is to make information regarding mandatory ignition interlock easily available to law enforcement during routine traffic stops.**

Texas does not have a statewide system that tracks impaired drivers through the criminal justice system. However, the Office of Court Administration (OCA) does track the number of felony DWI and DWI misdemeanor cases that are active and inactive as well as how cases are adjudicated. In addition, OCA tracks the number of ignition interlock devices that are issued as a condition of bond in justice and municipal courts.

One way to enhance monitoring of offenders is to make information regarding mandatory ignition interlock easily available to law enforcement during routine traffic stops. This will enable an officer to know if an individual should not be operating a motor vehicle without an ignition interlock installed. Further access to this information will aid in the enforcement of the ignition interlock component of supervision.

Texas has established funding for DWI/Drug Courts, which integrate screening and assessment, treatment and rehabilitation while monitoring impaired drivers. This integrated monitoring process helps to improve compliance among offenders and is aimed at reducing recidivism.

**Alcohol And Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation Recommendations from 2015 Impaired Driving Program Technical Assessment**

Recommendation	Status	Comments
<b>V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation</b>		
<b>A. Screening and Assessment</b>		
<b>1. Criminal Justice System</b>		
Develop and implement a DWI tracking system	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the TIDTF.
Require the use of uniform and standardized screening protocols in community supervision (probation)	Not Being Addressed Currently	Input from Community Supervision leadership is necessary to ensure there is no adverse impact on their ability to perform their functional role.
Require the use of uniform and standardized screening protocols in all driving while intoxicated education programs	Not Being Addressed Currently	Input from TEA leadership is necessary to ensure there is no adverse impact on their ability to perform their functional role.
<b>2. Medical or Health Care Settings</b>		
Implement screening, brief intervention, referral to treatment procedures in healthcare settings throughout Texas	Not Being Addressed Currently	Input from health care administrators is necessary to ensure there is no adverse impact on their ability to perform their functional role.
Implement screening, brief intervention, referral to treatment procedures on college campuses throughout Texas	Not Being Addressed Currently	Input from college administration is necessary to ensure there is no adverse impact on their ability to perform their functional role.
<b>B. Treatment and Rehabilitation</b>		
Expand the availability of DWI courts in Texas	Complete and Ongoing	The Bexar County Commissioners Court is performing DWI court programs. The Texas Center for the Judiciary provides training for new and continued education for existing DWI courts.  There is room for growth in this area specifically for creating drug courts and for establishing additional DWI and Drug courts at the statewide level. As part of sanctioning, drug and alcohol treatment opportunities are being explored.
Require the use of uniform and standardized screening protocols in all DWI education programs	Not Being Addressed Currently	Input from Texas Department of Licensing and Regulation is necessary to ensure there is no adverse impact on their ability to perform their functional role.

Recommendations in **bold** indicate priority recommendations identified by the technical assessment team



## Program Evaluation and Data

Texas continues to improve its use of a diverse set of data to analyze different aspects of the impaired driving problem in the State. The TIDTF and the TxDOT Alcohol and Other Drugs Countermeasures Program rely primarily on crash data from CRIS and FARS. Additionally, the State utilizes various forms of demographic databases such as the U.S. Census. As projects and programs develop, program partners initiate surveys that explore attitudes and reactions to laws, educational campaigns, and cultural issues related to impaired driving.

When programs or processes are evaluated in relation to impaired driving, researchers use data from criminal histories, drivers licensing, vehicle registration, focus groups, interviews, and surveys (observational, educational, and attitudinal).

Texas does not have an impaired driving database that provides for a continuous connection between arrest and adjudication for DWI offenders across the State. For the purpose of research and evaluation, efforts are being made to try to connect data from criminal histories and drivers licensing, so that stakeholders can assess the impact of countermeasures on DWI and more specifically recidivism. While TRCC is currently working to coordinate CRIS, DSHS, DPS, and court records, an impaired driving database would ideally encompass these and additional records. In FY 2017, TTI received grants from TxDOT to assess the feasibility of a statewide DWI tracking system in Texas, and to assess the feasibility of an integrated CORE traffic records database. Results from these projects will be shared with the TIDTF.

If Texas moves ahead with establishing a DWI tracking database, one of the first steps in the process will be to identify all possible sources of data that will be included. While multiple impaired driving stakeholders collect relevant data, it is important to consider that some data will be protected by Health Insurance Portability and Accountability Act (HIPAA) and other confidentiality regulations. Standard operating procedures will need to be established to de-identify this protected data while still linking it to the other sources in the database.

**Texas continues to improve its use of a diverse set of data to analyze different aspects of the impaired driving problem in the State.**

Once potential organizations and data sources are identified, a custodian of records will need to be identified. This entity will likely be responsible for merging all of the available data into one database, as well as maintenance of the database.

The first identifiable step is to survey impaired driving stakeholders for the types of data they have, sources they use, and any potential barriers to sharing their data. Additionally, this will give the TIDTF information on who is willing to share their data, and if any incentives are needed for stakeholders to share their data. Understanding what data is available will allow stakeholders to better understand how to move forward in establishing an impaired driving database.

### Program Evaluation and Data Recommendations from 2015 Impaired Driving Program Technical Assessment

Recommendation		Status	Comments
<b>VI. Program Evaluation and Data</b>			
<b>A. Evaluation</b>			
Include in the electronic crash system a list of appropriate factors which contributed to the crash from which the officers can select, to include a means of designating which factor was the primary one		Complete and Ongoing	The TxDOT Crash Records Information System Database has primary factor assignment designation. Designation of primary factor is defined in the crash reporting instruction manual (CR-100) Section 4.6.1.2.
Engage the Traffic Records Coordinating Committee to develop the database needed for impaired driving enforcement evaluation from the core data systems of the State Records System, Including citations/ adjudication, driver, vehicle, roadway, crash and injury surveillance		In Progress	In FY 2017, TTI received a grant to assess the feasibility of a Core Traffic Records database. A final report will be produced in September 2017.
<b>B. Data and Records</b>			
<b>Develop a DWI tracking system to enable analysis of the impaired driving problem in the state</b>		In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the TIDTF.
Engage the Traffic Records Coordinating Committee in determining the source and location of various data elements that are needed in an effective DWI tracking system		In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. As applicable to the project, TTI will work with the TRCC to gather data. A final report is forthcoming and will be shared with the TIDTF.
Provide funding for an eCitation system such as the one proposed by the Texas Office of Court Administration		In Progress	The Texas Office of Court Administration is assessing the feasibility of such a system.
<b>C. Driver Records Systems</b>			
2015	Enact legislation that prevents removal of DWI conviction data from the driver history	Requires Legislative Action	

Recommendations in **bold** indicate priority recommendations identified by the technical assessment team



## Summary

The TIDTF has evolved over the last 10 years to include all aspects of the impaired driving challenge continuum. The TIDP encompasses the areas of Program Management and Strategic Planning, Prevention, Criminal Justice, Communications, Alcohol and Other Drug Misuse, and Program Evaluation and Data to use a multifaceted approach affecting the issue of impaired driving. By taking this holistic approach, the TIDTF can significantly impact impaired driving in the State. New and innovative projects are funded each year by TxDOT's Traffic Safety Alcohol and Other Drug Countermeasures Program to address all of the diverse components of a comprehensive impaired driving program. The TIDTF and the TIDP are robust in nature and will continue to change and evolve as processes and laws change in the State. Both will continue to improve so that the State can make progress toward eliminating the deadly and far-reaching problem of impaired driving.

**The TIDTF has evolved over the last 10 years to include all aspects of the impaired driving challenge continuum.**

## Appendix A. Texas Impaired Driving Program Internal Assessment Matrix

Year	Recommendation	Status	Comments/References
<b>I. Program Management and Strategic Planning</b>			
<b>A. State and Tribal DWI Task Forces and Commissions</b>			
	Create and convene a Governor’s Executive Committee of the Impaired Driving Task Force chaired by a Texas Department of Transportation Commissioner (appointed by the Governor) with a membership consisting of the Attorney General, six State Senate members (appointed by the Lt. Governor), and six House members (appointed by the Speaker of the House) meeting in even numbered years to discuss legislative recommendations provided by the full administrative support from the Traffic Operations Division-Traffic Safety Section (TRF-TS)	Not Being Addressed Currently	The TIDTF drafted and submitted a support letter for the establishment of the Governor’s Executive Committee to the Texas Transportation Commissioner in FY 2016.
<b>B. Strategic Planning</b>			
	Develop and fund a driving under the influence/driving while intoxicated (DUI/DWI) tracking system that would link Texas criminal justice agencies databases in order to create a network containing offenders criminal history, arrests, warrants, photographs, and fingerprints, to ensure access to offenders previous and/or current DUI/DWI history	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the TIDTF.
<b>C. Program Management</b>			
	Conduct a study to determine the Texas Highway Safety Office’s needs for better and more accurate impaired driving data	Not Being Addressed Currently	A call for a formal study has not been made by TxDOT to pursue this recommendation. However, as part of ongoing program efforts, subgrantees are performing annual statewide impaired driving crash analyses that pertain to the state’s need for identifying impaired driving data.
<b>D. Resources</b>			
	Evaluate impaired driving programs to determine if resources are being allocated in the most effective manner	Complete and Ongoing	This activity is performed at the State level by TxDOT. Program partners do not participate at this level unless directed to do so by TxDOT. This does not preclude an independent investigation of resources effectiveness as part of a larger project related effort.
	Establish private/public partnerships to increase funding for the impaired driving program	Complete and Ongoing	Funding and in-kind contributions are being provided from the private sector to support various local and state programs being implemented in the state. For example, AAA DWI March for Change.
	Support initiatives that will encourage the Governor and legislature to enact legislation that increases driving while intoxicated fines to generate funding for the impaired driving program	Not Being Addressed Currently  Requires Legislative Action	Program partners are unable to pursue, promote, or lobby legislative activity at any level.

II. Prevention		
A. Responsible Alcohol Service		
Enact a \$ .10 per drink excise tax increase and dedicate a portion of new revenues to alcohol abuse and impaired driving prevention and treatment	Requires Legislative Action	<p>While use of fees to support project self-sufficiency is a priority for program partners, there is concern that taxes, fees, and charges will have opposition. The excise tax is not calculated according to a % of the price of the alcohol but rather by the gallon. The dime a drink is used by partners to simplify the discussion of the strategy. There is no discussion of changing the methodology of the tax but to raise the tax per gallon.</p> <p>In 2015, Texans Standing Tall created a report entitled “The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas.” TST recently commissioned Baseline &amp; Associates to conduct a statewide public opinion survey on report content as it related to increasing alcohol excise taxes. Results show that 65% of registered voters support increasing the alcohol excise tax to improve public health and safety.</p>
Implement high visibility underage drinking enforcement, including party patrols and compliance checks, supported by media campaigns	Complete and Ongoing	TxDOT and the traffic safety partners address underage drinking enforcement through different projects that address the problem through alcohol retail stings, media campaigns, and high visibility enforcement projects.
Enact a strict social host liability statute holding all individuals liable for damages resulting from over service of alcohol to guests	Requires Legislative Action	<p>Texas Alcoholic Beverage Code regulates this issue which allows the State or private citizen to hold accountable those individuals or establishments that overserve alcohol to individual guests or patrons. Administrative and Criminal actions can be levied against individual servers or an establishment that over sells or overserves.</p> <p>Texans Standing Tall provides education to local communities on how to address social access and social hosting through local, civil social host ordinances. Research indicates local civil social host ordinances are a more effective means to address youth social access to alcohol and underage drinking parties. As of April 30, 2017, three cities in Texas have adopted such ordinances.</p>
B. Community Based Programs		
1. Schools		
Provide schools with current, Texas specific impaired driving information for inclusion in health and other curricula	Complete and Ongoing	<p>TxDOT traffic safety partners provide a variety of impaired driving information and educational programs at secondary schools statewide. Much of this effort is led by Texas Education Agency through TxDOT-sponsored and other non-sponsored projects.</p> <p>The TIDTF Education Subcommittee actively works toward the ongoing effort of providing schools with current and accurate information. The Subcommittee is currently developing a resource booklet on alcohol awareness programs that will be distributed to schools.</p>

Coordinate school based impaired driving activities with evidence based alcohol and substance abuse prevention programs	Complete and Ongoing	In FY 2016, the TIDTF compiled a list of evidence based programs and activities for schools that addresses alcohol and substance abuse prevention. The list of projects is a resource for TxDOT and impaired driving program partners to promote prevention at elementary, middle and secondary education institutions. The list continues to be expanded upon, and will be incorporated into a reference book the Education Subcommittee is compiling that will include other programs that are successful but may not be evidence-based.
<b>2. Employers</b>		
Continue and expand the Our Driving Concern: Texas Employer Traffic Safety Program	Complete and Ongoing	TxDOT continues to support and fund the National Safety Council's program that addresses impaired driving within occupational settings. The State also supports other program partners for their effort in educating organizations about impairment as it relates to occupational settings.
<b>3. Community Coalitions and Traffic Safety Partners</b>		
Conduct an assessment of community based coalitions that address alcohol and substance use to determine the extent and nature of impaired driving prevention strategies and areas for potential collaboration with the traffic safety community	In Progress	In FY 2017, Texans Standing Tall received a grant to conduct an assessment of community-based coalitions and their efforts with the goal of developing a searchable database. This database will be used to increase opportunities for collaboration on reducing impaired driving.
Coordinate highway safety plans and programs with substance abuse prevention plans and programs	Not Being Addressed Currently	
<b>4. Transportation Alternatives</b>		
Ensure that all designated driver programs stress "no use of alcohol" messages for the designated driver	Complete and Ongoing	TxDOT and program partners promote this message through PI&E messaging using a wide variety of program media campaigns and blitz efforts. These efforts will continue as a foundation for promoting a no use policy for the designated driver.
Ensure alternative transportation programs do not encourage or enable excessive drinking	Complete and Ongoing	TxDOT and program partners promote this message through PI&E messaging using a wide variety of program media campaigns and blitz efforts.
Ensure that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals and do not unintentionally promote over-consumption	Complete and Ongoing	TxDOT and program partners promote this message through PI&E messaging using a wide variety of program media campaigns and blitz efforts.
<b>III. Criminal Justice System</b>		
<b>A. Laws</b>		
<b>Enact reasonable constitutional guidelines through one or more politically accountable governing bodies regarding driving while intoxicated (DWI)/sobriety checkpoints</b>	Requires Legislative Action	Bills relating to sobriety checkpoints have been introduced to the legislature during the last several sessions without success.  Texas has taken an alternative approach to address the problem of impaired driving with no refusal programs in multiple counties throughout the state.
Utilize driver license checkpoints, pursuant to Texas Transportation Code 521.025, to monitor compliance with motor vehicle statutes related to safe operation on Texas streets and highways in the absence of legislation authorizing sobriety checkpoints	Not Being Addressed Currently	At present, impaired driving checkpoints are not supported and as such using a license checkpoint as a pretext for impaired driving is not legal nor is it ethical.

<b>Codify driving while intoxicated (DWI) deferral, diversion, and pretrial intervention programs so as to provide uniform statewide guidelines, requirements, and procedures that regulate the implementation, operation, and applicability of such programs</b>	Requires Legislative Action	TxDOT, TDCAA, and program partners are exploring how these programs impact impaired driving and examining processes being used to better understand the practice as a countermeasure. Standards and policy for driving the practice are being explored, however, there does not appear to be a clear path toward standardizing the practice yet.
<b>Enact a statute that establishes a uniform statewide driving while intoxicated case tracking system in which all DWI charges are required to be charge on specifically numbered uniform traffic citations, the disposition of which must be reported to a central record keeping system regardless of whether the offense is refiled as an information, indictment, or results in a dismissal, deferral, diversion, amendment, or reduction of the original citation to a non-alcohol related offense</b>	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the TIDTF.
<b>B. Enforcement</b>		
Expand development and deployment of the driving under the influence (DUI) report writing programs to reduce processing time	Complete and Ongoing	As part of the LEADRS expansion, the program will continue to focus on the report writing process.
Enact a statute that allows well planned and fairly executed sobriety checkpoints	Requires Legislative Action	Bills relating to sobriety checkpoints have been introduced to the legislature during the last several sessions without success. Texas has taken an alternative approach to address the problem of impaired driving with no refusal programs in multiple counties throughout the state.
Continue Standardized Field Sobriety Tests (SFST) refresher training programs for patrol officers	Complete and Ongoing	The statewide effort for SFST update training is continued through a TxDOT grant.
Expand utilization of Drug Recognition Expert (DRE) officers in driving while intoxicated (DWI) mobilizations and fatal collision investigations	Complete and Ongoing	DREs are incorporated into mobilizations, no refusal enforcement activities, and fatal crash investigations (when available).
Increase the use of Texas Alcoholic Beverage Commission agents in Selective Traffic Enforcement Program activities	Not Being Addressed Currently	TxDOT sponsors many STEP enforcement projects that address impaired driving. TABC is not one of the agencies that participate in STEP activities as a sub-grantee.  There could be better coordination between TxDOT and TABC to communicate which communities receive STEP funding, enabling TABC to use the information for coordinating their operations. Growth in this area could allow for TABC to provide assistance in licensed premises investigations when serious injury crashes are investigated as part of a local police STEP grant or for individual or ride along support for STEP activities. However, TABC has increased the number of undercover operations that are funded through TxDOT grants (which include minor sting and over-service operations).
Continue regular Advanced Roadside Impaired Driving Enforcement (ARIDE) training classes that incorporate a refresher of the SFST and Introduction to Drugs that Impair Driving.	Complete and Ongoing	The statewide effort for ARIDE and SFST update training is provided through training through a TxDOT grant.
Conduct additional Drug Recognition Expert (DRE) training classes to achieve and maintain an adequate contingent of DREs statewide	Complete and Ongoing	The statewide effort for DRE training is provided through a training grant supported by TxDOT.
<b>Expand statewide partners for DRE training through regional training teams</b>	Complete and Ongoing	TxDOT's program partner continues to expand the DRE program and its partnership with other criminal justice constituents by using DRE regional coordinators to provide assistance and information.

Update Drug Recognition Expert (DRE) protocols to require a copy of the face sheet be provided with the blood sample submitted for testing	Complete and Ongoing	The Drug Evaluation and Classification Program Coordinator currently works with TxDPS to remind all the DREs to submit face sheets.
Provide regular, ongoing, training for prosecutors and members of the judiciary on the principles, effectiveness, and accuracy of SFSTs, the DRE program, and approved breath testing instrumentation	Complete and Ongoing	Training and seminars are being conducted through TxDOT at the local district and statewide levels.
Enact a statute establishing per se levels for controlled substances	Requires Legislative Action	
Provide training to law enforcement officers to enable them to properly enforce the Texas ignition interlock device statute	In Progress	In FY 2017, TTI received a grant to provide training to law enforcement – and other stakeholders – on ignition interlock devices and related statutes.
<b>C. Prosecution</b>		
Review the organization, operation, and budget of the Office of the Traffic Safety Resource Prosecutor (TSRP) to determine if additional TSRPs should be funded for purposes including on-site assistance to prosecutors, particularly in rural jurisdictions, in the trial of complex DWI felonies and assistance in argument of motions with significant statewide implications	Complete and Ongoing	TDCAA and TxDOT provide ongoing internal and external assessment with regard to potential for expanding the TSRP program and staff.  TDCAA provides ongoing technical assistance through e-mail and outreach to prosecutor offices, law enforcement officers, and other traffic safety professionals. However, there is potential for growth in the area of preparation and assistance at trial.
Encourage prosecutors and county attorneys to request judges not to permit DWI pleas for jail time in lieu of probation and to urge judges to place convicted DWI defendants on probation with supervision requirements of undergoing drug/alcohol assessment and treatment where indicated	Complete and Jurisdictional Condition	This is currently performed on a case-by-case basis by prosecutors who can request more punitive sanctions upon conviction. Attorney discretion should be strongly considered, but it should be recognized that acceptable plea bargains depend upon the culture of the community.
Convene a meeting of the prosecutors and county attorneys to develop and recommend specific uniform statewide guidelines, standards, and requirements for the operation of DWI Pre-Trial Intervention programs	Complete and Ongoing	TDCAA program partners continue to work with their internal task force and state attorney's offices regarding standards for pre-trial diversion programs.
Adopt statutory guidelines for the operations of pre-trial deferral, diversion, and intervention programs	Requires Legislative Action	
Educate Law Enforcement and other criminal justice stakeholders on how driver license checkpoints can be constitutionally operated and utilized	Not Being Addressed Currently	At present, impaired driving checkpoints are not supported and as such using a license checkpoint as a pretext for impaired driving is not legal nor is it ethical.
Enact rules of professional conduct and disciplinary rules that either totally prohibit assistant prosecutors from engaging in civil law practice or that limit such civil practice to matters that do not involve issues related to pending criminal matters	Requires Legislative Action	
<b>D. Adjudication</b>		
Convene a task force to investigate and report to the Governor and legislature the current deficient state of DWI record keeping and DWI case disposition practices so that appropriate remedies, statutory or otherwise, can be fashioned to address and cure such deficiencies	Not Being Addressed Currently	The TIDTF drafted and submitted a support letter for the establishment of the Governor's Executive Committee to the Texas Transportation Commissioner in FY 2016.
Continue funding for the further establishment and expansion of DWI/Drug Courts and for the training of judges, prosecutors, and other personnel needed to operate such courts	Complete and Ongoing	The Bexar County Commissioners Court is performing DWI court programs. The Texas Center for the Judiciary provides training for new and continued education for existing DWI courts.  There is room for growth in this area specifically for creating drug courts and for establishing additional DWI and Drug courts at the statewide level.

Encourage judges to not permit DWI defendants to avoid probation where the best interest of the defendant and the public would be served by requiring the defendant to be supervised to complete assessment for alcohol and/or drug addiction and possible referral for treatment.	Complete and Jurisdictional Determination	There is currently education related to appropriate sentencing, but it is left up to the individual judge to determine appropriate sentencing.
Monitor pending caseloads in those jurisdictions in which there are delays exceeding 24-months in the disposition of DWI cases	Complete and Ongoing	MADD participates in the Take-The-Wheel Program which provides training for court monitoring and assessment of trial outcomes. Participants monitor court cases in multiple jurisdictions around the State, including Smith, Gregg, El Paso, Bexar, Harris, Montgomery, Travis, Dallas, Cameron, and Hidalgo Counties.
Enact a driving while intoxicated (DWI)/Drug Court judges, upon motion from the prosecutor, reward those who successfully complete a DWI/Drug court program of one year or longer in duration, by waiving surcharges/fines	Requires Legislative Action	The Department of Public Safety is responsible for the surcharge program which is part of the Driver Responsibility Program. Surcharges are administered post-conviction and sanctions are mandated under Chapter 708 Transportation Code. However, the presiding judge has the ability to waive surcharges if finding of indigence.
<b>E. Administrative Sanctions and Drivers Licensing Programs</b>		
<b>1. Administrative License Revocation and Vehicle Sanctions</b>		
Ensure that ignition interlock monitoring is effective and that information about violations has some impact on the non-compliant user	In Progress	In FY 2017, TTI received a grant to provide training to law enforcement – and other stakeholders – on ignition interlock devices and related statutes.
Notify and/or train law enforcement officers about the ignition interlock program and license so that they are able to recognize an interlock-restricted license and take appropriate action for non-compliance	In Progress	In FY 2017, TTI received a grant to provide training to law enforcement – and other stakeholders – on ignition interlock devices and related statutes.
Resolve the continued concern about the administrative hearings' negative impact on criminal cases based on a study the interaction of administrative and criminal proceedings	Not Being Addressed Currently	
Conduct a study of the effect of the Responsible Driver Act surcharge on subsequent compliance and re-licensure of drivers to determine if alternative source of revenue should be sought	Not Being Addressed Currently	
Provide accountability for the ignition interlock program by specifying in law or policy to whom responsibility for review of driver behavior and sanction of non-compliance belongs	Requires Legislative Action	Compliance should fall to the court that ordered the ignition interlock. Notification of the court should come from Community Supervision personnel responsible for the oversight of the convicted violator in cases where ignition interlock was a condition of supervision.
Enact a law that allows vehicle sanctions to be used for DWI convictions	Requires Legislative Action	
<b>2. Driver Licensing Programs</b>		
<b>IV. Communications Programs</b>		
Develop a communications plan that includes a well thought out plan to deliver life-saving highway safety messages to the intended audiences and traffic safety partners	Complete and Ongoing	TxDOT impaired driving programs utilize a wide mix of media campaigns and media blitz in association with focused mobilization efforts. State strategic highway safety plan, state highway safety plan, and ongoing PI&E campaigns promote lifesaving safety messages to the motoring public and safety partners.
<b>Evaluate the highway safety office marketing to ensure its messages are reaching target audiences</b>	Complete and Ongoing	TxDOT audits the statewide marketing effort as well as associated campaigns and marketing that is encompassed in program projects.

<b>V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation</b>		
<b>A. Screening and Assessment</b>		
<b>1. Criminal Justice System</b>		
Develop and implement a DWI tracking system	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the TIDTF.
Require the use of uniform and standardized screening protocols in community supervision (probation)	Not Being Addressed Currently	Input from Community Supervision leadership is necessary to ensure there is no adverse impact on their ability to perform their functional role.
Require the use of uniform and standardized screening protocols in all driving while intoxicated education programs	Not Being Addressed Currently	Input from TEA leadership is necessary to ensure there is no adverse impact on their ability to perform their functional role.
<b>2. Medical or Health Care Settings</b>		
Implement screening, brief intervention, referral to treatment procedures in healthcare settings throughout Texas	Not Being Addressed Currently	Input from health care administrators is necessary to ensure there is no adverse impact on their ability to perform their functional role.
Implement screening, brief intervention, referral to treatment procedures on college campuses throughout Texas	Not Being Addressed Currently	Input from college administration is necessary to ensure there is no adverse impact on their ability to perform their functional role.
<b>B. Treatment and Rehabilitation</b>		
Expand the availability of DWI courts in Texas	Complete and Ongoing	<p>The Bexar County Commissioners Court is performing DWI court programs. The Texas Center for the Judiciary provides training for new and continued education for existing DWI courts.</p> <p>There is room for growth in this area specifically for creating drug courts and for establishing additional DWI and Drug courts at the statewide level. As part of sanctioning, drug and alcohol treatment opportunities are being explored.</p>
Require the use of uniform and standardized screening protocols in all DWI education programs	Not Being Addressed Currently	Input from Texas Department of Licensing and Regulation is necessary to ensure there is no adverse impact on their ability to perform their functional role.
<b>VI. Program Evaluation and Data</b>		
<b>A. Evaluation</b>		
Include in the electronic crash system a list of appropriate factors which contributed to the crash from which the officers can select, to include a means of designating which factor was the primary one	Complete and Ongoing	The TxDOT Crash Records Information System Database has primary factor assignment designation. Designation of primary factor is defined in the crash reporting instruction manual (CR-100) Section 4.6.1.2.
Engage the Traffic Records Coordinating Committee to develop the database needed for impaired driving enforcement evaluation from the core data systems of the State Records System, including citations/adjudication, driver, vehicle, roadway, crash and injury surveillance	In Progress	In FY 2017, TTI received a grant to assess the feasibility of a Core Traffic Records database. A final report will be produced in September 2017.
<b>B. Data and Records</b>		
Develop a DWI tracking system to enable analysis of the impaired driving problem in the state	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. A final report is forthcoming and will be shared with the TIDTF.
Engage the Traffic Records Coordinating Committee in determining the source and location of various data elements that are needed in an effective DWI tracking system	In Progress	TTI received a FY 2017 grant to assess the feasibility of a DWI tracking database in Texas. As applicable to the project, TTI will work with the TRCC to gather data. A final report is forthcoming and will be shared with the TIDTF.
Provide funding for an eCitation system such as the one proposed by the Texas Office of Court Administration	In Progress	The Texas Office of Court Administration is assessing the feasibility of such a system.

C. Driver Records Systems			
2015	Enact legislation that prevents removal of DWI conviction data from the driver history	Requires Legislative Action	

## Appendix B. Procedures

The TIDTF administrator, currently Troy D. Walden from Texas A&M Transportation Institute, reports directly to his/her organization or agency, but is responsible to the TxDOT Alcohol and Other Drug Countermeasures Program Manager based on the goals and objectives outlined in a Traffic Safety Grant. The TIDTF administrator is responsible for maintaining the operations of the TIDTF as well as facilitating the required meetings. The administrator will generate required reporting to meet the intent and expectations that TxDOT and NHTSA have for a State-level task force.

The TIDTF must embrace and document a mission/purpose that is consistent with what TxDOT and NHTSA has for a state-level impaired driving task force type group. A formal document needs to be submitted to TxDOT indicating the purpose of each group, what their objectives are for the grant year, and what areas they are investigating.

- The TIDTF administrator is required to provide performance-related information to TxDOT through monthly performance reports in the TxDOT eGrants system. This information will also be available to NHTSA through eGrants.
- The TIDTF administrator is required to make a short presentation twice during the grant year to TxDOT (attendees can include Traffic Safety Section Manager, Traffic Safety Program Managers, NHTSA, and other stakeholders).
- All TIDTF administrative documents must be sent to TxDOT electronically for review. The final version of presentations will be posted on the impaired driving website ([www.dyingtodrink.org](http://www.dyingtodrink.org)).
- After action reports from all TIDTF meetings will be published within 2 weeks of meeting unless there are extenuating circumstances involved. The TxDOT Alcohol and Other Drug Countermeasures Program Manager must be notified immediately of any potential delay. The final version of the after action reports will be posted on the impaired driving website ([www.dyingtodrink.org](http://www.dyingtodrink.org)).
- A follow-up status on action items will be submitted to the TxDOT Alcohol and Other Drug Countermeasures Program Manager and published on the website as appropriate.
- The TIDTF administrator is responsible for: ensuring that a calendar for their groups are maintained, minutes are taken at meetings, documenting and tracking all action items generated during the meetings, and should anticipate reporting attendance at all meetings.

The TIDTF is not bound by formal state meeting and records requirements. The business of involved groups will be conducted in a spirit of openness and participation so that the recommendations of the TIDTF reflect both the expertise of its members and the input of the people of Texas at the state and local levels. The TIDTF does not make final decisions on matters, but will provide TxDOT and other stakeholders with recommendations related to the issue of impaired driving.

## Appendix C. Membership by Individual

Last Name	First Name	Title	Organization	Email
Abbott	Clay	Texas District and County Attorneys Association	DWI Resource Prosecutor	abbott@tdcaa.com
Alpert	Richard	Richard Alpert Law	Law Enforcement Trainer/Consultant	rba7289@gmail.com
Arnold	Jason	College Station Police Department	Officer	jeanold@cstx.gov
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## Appendix D. Membership by Organization and Area

Organization	Prevention	Enforcement - Local	Enforcement - State	Enforcement - Support & Training	Prosecution	Judiciary	Probation	Ignition Interlock	Treatment & Rehabilitation	Media	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
AAA - Texas & New Mexico	x									x			x	x	x	x	x		x	x
ADAPT	x			x												x				x
Austin Police Department		x																		
Baylor Scott & White Health - RED Program	x									x	x					x			x	x
Bell/Lampasas Counties Community Supervision and Corrections Department							x													
College Station Police Department		x																		
Collin County Community Supervision and Corrections Department							x													
Education Service Center - Region 6	x													x		x			x	x
FRIDAY	x			x												x				x
Guerra Deberry Coody and Company	x									x						x			x	x
Houston Police Department		x																		
Law Enforcement Mobile Video Institute – University of Houston Downtown				x												x			x	x
LEADRS				x																
MADD – Regional and State Offices	x														x				x	x
Memorial Hermann Prevention & Recovery Center											x									
Montgomery County District Attorney's Office		x			x														x	x
National Safety Council	x									x					x	x		x	x	x
Richard Alpert Law					x	x														
SafeWay Driving Systems																x				x
Sam Houston State University	x			x												x		x	x	x
Smart Start, Inc.								x								x				
Texans Standing Tall	x			x						x					x	x				x
Texas A&M AgriLife Extension Service	x							x								x			x	x
Texas A&M Transportation Institute	x			x			x	x	x							x	x		x	x
Texas Alcoholic Beverage Commission	x		x																x	x
Texas Association of Counties	x					x	x	x								x			x	x
Texas Association of Substance Abuse Programs									x											
Texas Center for the Judiciary						x	x	x	x							x			x	

Organization	Prevention	Enforcement - Local	Enforcement – State	Enforcement – Support & Training	Prosecution	Judiciary	Probation	Ignition Interlock	Treatment & Rehabilitation	Media	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas Department of Public Safety			X	X				X				X							X	X
Texas Department of Transportation													X	X					X	X
Texas District and County Attorneys Association				X	X			X								X			X	X
Texas Justice Court Training Center						X										X			X	X
Texas Municipal Courts Education Center	X				X	X		X					X	X		X			X	X
Texas SFST				X																
Travis County Attorney’s Office	X	X			X											X			X	X

## Appendix E. Meeting Items

The following are the respective agenda, notes, and attendance from TIDTF meetings held on

- April 27, 2017
- October 13, 2016

### April 27, 2017

## Texas Impaired Driving Task Force

Norris Conference Center  
2525 W. Anderson Lane, Suite 365 • Austin, TX 78757

### April 27, 2017 Agenda



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8:30 – 9:00 AM	Check-in	
9:00 – 9:45 AM	Welcome	<b>Troy Walden</b>
	Impaired Driving Forum Recap Impaired Driving Plan Deadlines Rules and Regulations Future Impaired Driving Task Force Meetings	<b>Paige Ericson-Graber</b>
9:45 – 10:00 AM	TxDOT Update	<b>Frank Saenz</b>
10:00 – 10:30 AM	Subcommittee Updates: Legislative Subcommittee Education Subcommittee	<b>Clay Abbott</b> <b>Dannell Thomas</b>
10:30 – 10:45 AM	Member Spotlight Video and Break <i>*Watch Lisa Robinson/NSC member spotlight video</i>	
10:45 – 12:00 PM	Working Group Activity	
12:00 – 1:00 PM	Lunch and Networking	
1:00 – 1:45 PM	Continue Working Group Activity	
1:45 – 2:00 PM	Member Spotlight Video and Break <i>*Watch Mark Busbee/FRIDAY/ADAPT member spotlight video</i>	
2:00 – 3:00 PM	Report back to Task Force	
3:00 – 3:15 PM	Close / Wrap-Up	<b>Troy Walden</b> <b>Paige Ericson-Graber</b>
3:15 – 3:45 PM	Task Force Evaluations	<b>Paige Ericson-Graber</b>



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Transportation Safety**  
Texas A&M Transportation Institute



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Texas Department of Transportation



**Texas A&M  
Transportation  
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April 27, 2017

**Impaired Driving Task Force Meeting Notes****Thursday, April 27, 2017****Start Time: 9:00 AM**

*Note: Action Items are bolded and in red font. Action items are summarized at the end of the notes.*

In these notes:

- [Welcome](#)
- [Open Discussion](#)
  - [Impaired Driving Forum Recap & Future Planning](#)
  - [Dates for Future Impaired Driving Events](#)
  - [Activities for Future TF meetings](#)
  - [Creation of a Policies and Procedures Subcommittee](#)
  - [New Web Series: Facts vs. Myths](#)
- [Deadlines for the Impaired Driving Plan Approval Process](#)
- [TxDOT Update](#)
- [Legislative Subcommittee Update](#)
- [Education Subcommittee Update](#)
- [Member Spotlight Videos](#)
  - [Lisa Robinson – Our Driving Concern](#)
  - [Mark Busbee – FRIDAY & ADAPT Programs](#)
- [DWI Tracking Database Feasibility Study: Notes from Working Group Activity](#)
- [Action Items](#)

[Welcome](#)

The Spring 2017 Impaired Driving Task Force meeting was held in Austin, TX at the Norris Conference Center. Troy Walden (TTI) opened April 27, 2017, Task Force meeting at 9 a.m.

Troy pointed attendees to the agenda for the outline of the day and highlighted work of the subcommittees. He promoted the Member Spotlight Videos, which are free tools that Task Members can utilize to promote the work they are doing. He then briefly discussed the working group activity which will discuss the DWI Tracking Database and needs of members of the impaired driving community. Lastly, Task Force members were prompted to provide feedback on future meetings and activities.

[Open Discussion](#)[Impaired Driving Forum Recap & Future Planning](#)

Paige Ericson-Graber provided a brief recap of the Texas Impaired Driving Forum, which was held the day before. There were approximately 160 registrants, and the Norris Conference Center allows the event to grow to 200 participants.

Paige asked for feedback on Texas Impaired Driving Forum – both in terms of content and the venue. The Forum was held the day before. In general, TF members liked the dual track set up of the Forum.

Suggestions were made to have area tracks in the future (treatment, law enforcement, prosecution, etc.).

Paige posed the idea of expanding the Forum to 1 ½ days. Some members supported this expansion, others supported expanding tracks, and still others supported extending the schedule by one hour (to end at 5:00 PM).

Frank Saenz expressed expanding tracks may be a good lead into Lifesavers and prepare us to think about potential speakers for the Lifesavers Conference. He advised looking at bills that come out of the legislature as potential topic areas to consider as well.

Paige posed the question of potential future topic areas, but there was no response. Paige also proposed the idea of a logo for the Forum. **TF administration will develop a logo for the Forum.**

Detective Mabe reported that there was a lack of law enforcement officers (LEOs) at the Forum, adding that there were only five agencies represented at the Forum. He was unsure of how attendees were recruited, or if the problem was because agencies cannot afford to send their LEOs. He feels that LEOs are grossly underrepresented. Paige commented that participants are recruited by sharing event details with TF members, past Forum attendees, and all TxDOT Traffic Safety Specialists (who push the information out to their regional coalitions and network). Gloria Souhami agreed and suggested a personal email should be sent from TF members or Paige to help to reach LEOs. Frank suggested utilizing TMPA or Clay Abbott to reach LEOs as well. **TF administration will develop an Invite Template Letter for TF members to utilize to reach local LEO agencies.**

Troy mentioned Treatment Providers expressed a desire to receive CEUs for the Forum as well as CLEs for attorneys, although CLE credits can be challenging to get approved through the State Bar Association. **Clay Abbott volunteered to check with the bar association about providing CLEs for attorneys. TF administration will look into providing CEUs for treatment providers.**

#### Dates for Future Impaired Driving Events

Thursday, October 12, 2017, was proposed as the date for the Fall Task Force Meeting. TF members approved this date; however, the date was not set due to discussions about when the next Forum would be held. **TF administration will work with TxDOT to establish a date for the Fall Task Force Meeting. TF administration will send notification to TF members once the date is established.**

Texas will be hosting the Lifesavers Conference in April 2018. Because of the conference timeframe, a new timeframe to hold the Forum must be found. Paige asked for potential scheduling conflicts with moving the Forum earlier or later in the year. Known scheduling conflicts included:

- November 2017 – Must be cognizant of holidays
- January 21 – 24, 2018 : National Probation Conference in Houston
- January 2018 – TDCAA trainings
- January 2018 – Transportation Research Board (TRB) Conference in Washington DC
- June 2018 – Traffic Safety Conference in Texas (location varies year to year)

Nina Saint proposed having it in conjunction with our fall TF meeting in October. TF members expressed a desire to keep TF meeting and Forum back to back. Troy spoke about the planning and logistics challenges that arise from holding the Forum that early in the FY, but it could be done. He cautioned

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that having the Forum in October/November might affect the quality of speakers once there is a short amount of time to plan the Forum, only six months. Troy proposed that next year might be a transition period to a new timeframe for years going forward, or simply an anomaly year. **TF administration will work with TxDOT to determine the date of both the Fall & Spring TF meeting as well as the Forum. TF Members were asked to provide known dates and conflicts of programs for next year so that TF administration could plan the Forum/TF Meeting dates.**

#### Activities for Future TF Meetings

Paige asked for recommendations about coalition best practices. She commented that many regional coalitions bring in guest speakers and that perhaps it's something the TF could do as well once a year (for instance, every Fall meeting). She also emphasized that **if any TF members can utilize the knowledge and expertise in the room for their projects to contact TF administration so that the activity can be worked into the agenda.**

Clay did not favor bringing a guest speaker, and that he would prefer to come, work, and then leave. He enjoyed the working group activity idea and receiving the questions before the meeting. Although, he asked for the questions to be sent more lead time and to receive a reminder. **TF administration will distribute all working group activities to TF members no later than one week ahead of the next TF meeting.** Paige conveyed that opinions could still be made known on the evaluation form (planned for end of meeting).

#### Creation of Policy and Procedures Subcommittee

Paige proposed the creation of a temporary subcommittee to develop bylaws, policies, and procedures for TF. Creating bylaws would be in the interest of increasing transparency for TF members going forward. She asked if members would want to give input and guidance in the development of policies.

There was some discussion about whether creating bylaws is needed because there has been a past situation. Paige expressed that this is the case. Troy mentioned that there have been issues with TF members inviting new members without consulting TF administration. Some TF members were not happy with how this was handled. To avoid issues like this from recurring, TF administration believes it would be helpful if the TF had a standing body of rules to aid in the administration of the TF.

Cecil expressed support for going back to the roots of the TF of having representation from all disciplines. While TxDPs suggested we get examples from other states and provide those to the TF members.

Sam Sinclair expressed that NHTSA can connect the TF with resources in other states in the region and how they manage the administration part of their TFs. **TF Administration will work with Sam to get an idea of how other states in the region manage the administration aspect of their TFs. This information will be shared with TF Members and discussion will resume at the fall TF Meeting.**

#### New Web Series, Facts vs. Myths

Sam Atchison (TTI) will be contacting TF Members to participate in a new web series that will be featured on the [www.dyingtodrink.org](http://www.dyingtodrink.org) website. This web series will be an opportunity to dispel myths about impaired driving. Below are some of the graphics that were created for the series:

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TF members are asked to begin thinking of specific topics that they would like to be included in this web series and provide those to Sam, [s-atichison@tti.tamu.edu](mailto:s-atichison@tti.tamu.edu).

Clay suggested that Paige put Sam in touch with him for a potential sit down with approximately 20 prosecutors in December 2017.

#### Deadlines for the Impaired Driving Plan Approval Process

Paige shared with the TF the internal deadlines the TF will be working with this year to get the Impaired Driving Plan approved.

- TF Administration emails revised copy by 5/5
- TF members send final revisions by 5/12
- TF Administration sends final copy to TF members by 5/15
- TF members review and approve plan by 5/29
- TF Administration sends final plan to TxDOT by 6/1

Paige clarified that certain information will not be updated in the draft that is sent on 5/5. TF administration works with TxDOT to obtain and confirm certain information in the plan. Due to extenuating circumstances at TxDOT, certain items are unavailable for update until a later time. Those remaining items will be updated before the final plan is submitted to TxDOT on 6/1.

#### TxDOT Update with Frank Saenz

Frank thanked TF members for their continued work in reducing impaired driving. He informed the members that Terry Pence was unable to be at yesterday's Forum and today's meeting due to out of state travel. However, Frank conveyed that Terry was pleased with the work being done and is appreciative of the work TF members are doing.

Frank indicated that the planning process for the FY 18 HSP will be submitted to NHTSA July 1. And, in terms of FY 18 TxDOT project funding notification, proposals will begin to receive "modification requests" at the end of May. He stressed that not every project that is being recommended for funding will receive a notification for modification; some projects that are being recommended for funding did not need further modification. Frank indicated that TxDOT is currently finishing analysis on submitted proposals and projects. He added that proposals submitted under the Alcohol and Other Drugs Countermeasures Program did an excellent job with submission, making the project selection process very competitive.

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### Subcommittee Updates

#### Legislative Subcommittee with Clay Abbott

Earlier in the year, the Legislative Subcommittee created a "bill repository" to disseminate information about pending DWI bills during the 85<sup>th</sup> Legislature and keep TF members updated. A link to the bill repository was shared via Syncplicity with all TF members; [this is where members can find a complete description of each of the filed bills.](#) **TF administration will resend the Syncplicity link to TF members. TF administration will post a summary of each of the bills on the [www.dyingtodrink.org](http://www.dyingtodrink.org) website once all bills are signed into law.**

Clay provided these brief updates:

- Monday, May 8 is the last date for bills to come out of the House and be signed without "dying."
- Sine Die is at the end of May for bills to come off of the House floor to have a chance to pass.
- There were no sobriety checkpoints or first offender ignition interlock bills filed this year.
- No increase in alcohol excise tax filed.

Clay ran through the legislation filed this year. It looks like very little will pass in the way of impaired driving, which can either be a good or bad thing.

In reference to HB 1913 which deals with citation issues: essentially, this is not an impaired driving bill. However, it could indirectly impact impaired driving (and enforcement). Ned Minevitz ([ned@tmcec.com](mailto:ned@tmcec.com)) is the point of contact if TF members have additional questions or want to get more information on this topic.

Nicole Holt gave a brief update on marijuana legislation. She added that at this most legislation is dead, and even most pro-marijuana stakeholders do not expect to pass legislation this session. However, pro-marijuana groups are following the same pattern and strategy they have used in other states where they have been successful in passing marijuana legalization.

Nicole also gave an update on powdered alcohol. It appears that the bills to ban powdered alcohol are favored. However, it looks like regulatory bans will die in committee this year.

**Clay will provide TF administration with notes from 4.27.17 legislative subcommittee meeting. TF administration will distribute to TF.**

#### Education Subcommittee with Dannell Thomas

Dannell Thomas indicated that the Education Subcommittee has achieved all of the subcommittee's goals. The subcommittee made strides in the development of the reference book on Alcohol Awareness Programs. The subcommittee will be splitting the Alcohol Awareness Programs Reference Book into two booklets – one for Schools and Communities and the other geared toward the Criminal Justice System (law enforcement, judges, prosecutors, probation, etc.). **The goal is to have both booklets completed by the next TF meeting. The Education Subcommittee will continue to maintain the booklets and the TF administration will provide technical assistance to ensure the booklets remain up-to-date.**

Dannell indicated that the Subcommittee plans to use safety contacts at the Regional Education Service Centers (RESA) to distribute the booklets and get them into schools. Dannell mentioned that this is good because it will help get the book into all regions across the states.

#### Member Spotlight Videos

Our Driving Concern

FRIDAY and ADAPT Programs

The TF watched two member spotlight videos: Our Driving Concern with Lisa Robinson, and FRIDAY and ADAPT Programs with Mark Busbee. Both videos can be found online at

<https://www.dyingtodrink.org/member-spotlight/>.

#### DWI Tracking Database Feasibility Study: Working Group Activity

This working group activity was designed to collect feedback from stakeholders on the feasibility of building a DWI Tracking System (DWITS) in Texas. The purpose was to engage TF members to play an active role in addressing the priority recommendation from the 2015 NHTSA Impaired Driving Technical Assessment about the need for a DWI Tracking System in Texas.

TF members were divided according to their expertise into four groups: law enforcement, education, judges/prosecutors, and treatment experts. Each group was answered a series of questions. The questions were distributed ahead of the meeting to give members time to collect their thoughts. After each group discussed the issues in their working groups, a representative from each group was chosen to report out to the larger TF.

#### Report Out to TF

*Prosecution/Judiciary – Clay Abbott*

##### Problem Identification

Texas has bonding conditions problems. Judges do not have a way to find out if there are pending cases. There is no reporting system for prosecutors, and there is no structure or procedure for reporting bond conditions. Judges do not track the bonds. Private companies do this reporting mechanism.

All of the other state's bond information that Texas used as reference had procedures on bonds. If a person is put on bond conditions in one county, there is no way to find out about it in another county. If they get arrested on Wednesday in one jurisdiction, and they get put on interlock, but then they get arrested again on Friday, the new magistrate has no idea that the same person is under the bonding conditions. That data does not exist, and currently, it is no one's job to keep it.

Part of the problem with tracking individuals is that there are no individual unique identifiers and no case identifiers.

There are no statutes that dictate the procedures between arrest and a prosecutor filing a charge on a person. Without a uniform law, there are no uniform record keeping, reporting, and process.

Another problem is that judges have to find fingerprints through comparison of other documents. They have to call a fingerprint witness to be able to prove they are prosecuting the right person.

Data are not uniform and data does not get shared outside of a prosecutor's office. Moreover, the Office of Courts Administration, for example, is missing fields to inform judges and prosecutors better.

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What Does Work in the State

Licensing works great.

The Texas Crime Information Center (TCIC) information is not the best mechanism to find criminal information due to privacy barriers. Prosecutors have to call someone at TCIC to find this information.

What Judges and Prosecutors Want Out of a DWITS:

The state needs a single electronic system for data that is centralized and automated. For that to occur, statutory authority is necessary. This data needs to be timely, secure and accessible on the front end and back end. This must be the job a state agency, not a local agency. Texas Municipal League, the Texas Legislature, the Texas Association of Counties are good examples.

Individual unique identifiers and case identifiers are necessary as well as the uniformity of criminal procedures, forms, and reporting. Currently, there are no statutes between arrest and case arriving by the courts.

Law Enforcement - Richard MabeProblem Identification

Law enforcement (LE) questioned if there is a need to build a DWITS. The group was unsure what problem building a DWITS would actually fix (specifically with the ability to track DWI arrests). The LE group prioritized the ability to deal with things that can help right away, adding that having a DWITS doesn't help LE on the side of the road or when they're booking people into jail. LE acknowledged that the DWITS would be more helpful to prosecutors and judges than to LEOs.

What Does Work in the State

Texas driver license (DL) and criminal history repositories are sufficient for law enforcement to perform its job. For example, if someone is arrested, first thing LEOs do is run a DL history check. If this individual has a prior arrest or conviction, this information should show up during the DL check. If a person's criminal record doesn't show up on DL check, it will show up in the Criminal History Repository. So, to Clay's example, if an individual is arrested twice during the same week, LEOs will see previous arrests and all arrests and convictions by utilizing these two data repositories.

Issues with a Potential DWITS

If the DWITS makes the job more difficult or challenging for LEOs, there will be backlash from LE community. Many LEOs already do not like making DWI arrests, and if a DWITS adds to the burden of making a DWI arrest (which already takes 2 -3 hours), many officers will not use the system.

Another potential problem is that each LE agency uses their own internal systems. So, if you're building a DWITS, it will be very difficult to get buy-in from every LE agency in the state to make their systems compatible (either automation or integration) with a DWITS. Additionally, there is possible sensitive information in databases that will not be shared.

A third problem involves expungements. LEOs would need assurances that expungements would take place.

The LE group also wanted to know what agency would be responsible for maintaining the DWITS? Who makes assurances that this takes place under the DWITS?

According to the LE group, officers do not care about previous history or arrests; they are only concerned with the current arrest.

Clay added that the data that law enforcement is collecting is data that many judges are not using. A "hole" is created when the officer drops the defendant in the magistrate. There is no way a judge or officer can know if the person was violating the interlock law. Officer-created data is not currently being utilized by other criminal justice stakeholders.

LEOs do not have a way to know if an offender is violating a bond condition or probation condition of having an ignition interlock (MB offense). For example, an offender who gets pulled over and does not have the court order (wasn't required) cannot be identified as being under bond conditions because LEOs have no way to verify that he/she is still required to have an ignition interlock installed in the car. Clay added that, currently, prosecutors have to charge this offense a few weeks later.

#### *Education – David Dorman*

Everyone is doing data mining to some degree. Education professionals are okay with getting de-identified data. The Education group essentially wants any and all data they can get, especially at the local level. Data that pinpoints on an offender's age group, gender, social, economic status, types of offense, and how many times he/she offended are a few examples of data that the group finds helpful.

#### *Probation/Treatment – Jena Prescott (TF Administration)*

Treatment professionals would like to communicate their information to other probation providers through an automated process. They already share information up the chain through e-mails and faxing, but it is not sufficient to get timely data. The Treatment group would like access to other county's information.

#### *Wrap-up*

Troy clarified that the Texas A&M Transportation Institute (TTI) is currently conducting a feasibility study and exploring whether implementing a DWITS is a good fit for the state of Texas. The working group activity was an evidence-gathering exercise. Among other pieces of information, TTI was trying to extract from this exercise whether there are systems that can be linked when moving forward. Troy acknowledged that there were many remaining questions.

Cody Stewart and Cinthya Soares (TF Administration) clarified that, as part of the project, all 50 states were contacted to determine if each state had a DWITS in place; 7 states participated in interviews where they provided additional information. States such as Kansas, Missouri, and Tennessee have DWITSS.

#### *Summary of Action Items*

##### *Action Items for TF Administration*

- Develop a logo for the Texas Impaired Driving Forum.
- Develop a Forum Invitation Template Letter for TF members to use when reaching out to LE agencies and other stakeholders. This letter will be shared with the TF once a date for the next Forum has been established.
- Will look into providing CEUs for treatment providers attending the Forum.

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- Will work with TxDOT to establish a date for:
  - the Fall and Spring TF meetings
  - the Impaired Driving Forum
 \*TF administration will send notification to TF members once dates are established.
- Distribute all working group activities to TF members no later than one week ahead of the next TF meeting.
- Will work with Sam Sinclair (NHTSA) to get an idea of how other states in the region manage the administration aspect of their TFs. This information will be shared with TF Members and discussion will resume at fall TF Meeting.
- Reach out to TF members to participate in the Facts vs. Myths web series. These emails will likely come from Sam Atchison ([s-atchison@tti.tamu.edu](mailto:s-atchison@tti.tamu.edu)).
- Resend the "bill repository" Syncplicity link to all TF members. TF administration will post a summary of each of the bills on the [www.dyingtodrink.org](http://www.dyingtodrink.org) website once all bills are signed into law.

#### Action Items for TF

- Provide known dates for programs and conferences that take place from October 2017 – August 2018, so that TF administration can take these dates into consideration when looking for a date to hold the next TF meetings and Forum.
- Utilize the knowledge and expertise in the room for their projects. If interested in conducting a working group activity as part of your programs or trainings, please contact Paige ([p-ericson@tti.tamu.edu](mailto:p-ericson@tti.tamu.edu)) so that it can be worked into the meeting agenda.
- Think of specific topics that they would like to be included in the Facts vs. Myths web series, and email Sam Atchison ([s-atchison@tti.tamu.edu](mailto:s-atchison@tti.tamu.edu)) with topics.
- The Education Subcommittee will complete both reference books by the next TF meeting. The Education Subcommittee will need to meet several times to finish conducting program research and approve the booklets that will be shared with the larger TF. Once the booklets are complete, the Education Subcommittee will be in charge of maintaining the content (which programs are included), but TF administration will provide technical assistance to ensure the booklets remain up-to-date (contact information is correct, etc.).
- Keep in mind the following Impaired Driving Plan deadlines:
  - TF Administration emails revised copy by 5/5
  - TF members send final revisions by 5/12
  - TF Administration sends final copy to TF members by 5/15
  - TF members review and approve plan by 5/29
  - TF Administration sends final plan to TxDOT by 6/1

#### Action Items for Individual Members

- Clay Abbott will check with bar association about being able to offer CLEs for attorneys attending the Forum.
- ~~TF administration has put Sam Atchison in touch with Clay Abbott about the Facts vs. Myths web series.~~ Clay will invite Sam to the December 2017 TDCAA meeting to utilize the expertise in the room at that time.
- ~~Clay Abbott will provide TF administration with notes from 4.27.17 legislative subcommittee meeting. TF administration will distribute to TF.~~

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Texas Impaired Driving Task Force Meeting – April 27<sup>th</sup>, 2017  
 Norris Conference Center, 2525 W. Anderson Lane, Suite 365, Austin, TX 78757 | 9:00 AM – 3:45 PM

Last	First	Organization	Signature	Are you attending the Forum as part of a TxDOT grant? <input type="checkbox"/> Yes <input type="checkbox"/> No
Abbott	Clay	TDCAA	<i>Clay Abbott</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Arnold	Jason	CSPD	<i>Jason Arnold</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Busbee	Mark	TMPA-FRIDAY Program	<i>Mark Busbee</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Carroll	Mindy	TX Alcoholic Beverage Commission	<i>Mindy Carroll</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Coffey	Debra	Smart Start	<i>Debra Coffey</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Dean-Mooney	Laura	Texas A&M AgriLife Extension Service Watch UR BAC	<i>Laura Dean-Mooney</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Doran	Holly	Texas Center for the Judiciary	<i>Holly Doran</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dorman	David	MADD	<i>David Dorman</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Egdorf	Don	Houston PD	<i>Don Egdorf</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Ericson-Graber	Paige	Texas A&M Transportation Institute	<i>Paige Ericson</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Gilbert	Bob	Texas A&M Transportation Institute	<i>Bob Gilbert</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Graber	Jon	Texas A&M Transportation Institute	<i>Jon Graber</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Gutierrez	Jaime	MADD	<i>Jaime Gutierrez</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Havemann	Christie	Texas A&M Transportation Institute	<i>Christie Havemann</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Henk	Russell	Texas A&M Transportation Institute	<i>Russell Henk</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hodges	David	Texas A&M Transportation Institute	<i>David Hodges</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Holt	Nicole	Texans Standing Tall	<i>Nicole Holt</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Humphrey	Cynthia	Assoc of Substance Abuse Programs	<i>Cynthia Humphrey</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Jennings	Michael	Austin PD	<i>Michael Jennings</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Jermstad	Todd	Bell/Lampasas Counties Community Supervision and Corrections Department	<i>Todd Jermstad</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Kuboviak	Jim	LEMVI/UHD	<i>Jim Kuboviak</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Mabe	Richard	Austin Police	<i>Richard Mabe</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Marquart	Cecelia	Sam Houston State University	<i>Cecelia P. Marquart</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
McCann	Missy	Texas SFST Program	<i>Missy McCann</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
McDonald	Dottie	Smart Start	<i>Dottie McDonald</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
McGarah	David	Texas SFST Program	<i>David McGarah</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Minevitz	Ned	TMCEC	<i>Ned Minevitz</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Mudd	Anna	Texas Department of Public Safety	<i>Anna Mudd</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Ortiz	Charles	Texas LEADRS	<i>Charles Ortiz</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Palmer	David	Texas Department of Public Safety	<i>David Palmer</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Prescott	Jena	Texas A&M Transportation Institute	<i>Jena Prescott</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Redford	Susan	Texas Association of Counties	<i>Susan Redford</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Robinson	Lisa	National Safety Council	<i>Lisa Robinson</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Rogers	Shalandra	Texas Department of Transportation	<i>Shalandra Rogers</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Saenz	Frank	Texas Department of Transportation	<i>Frank Saenz</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Saint	Nina	The Foundation for Safe Driving	<i>Nina Saint</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Sarosdy	Randall	Texas Justice Court Training Center	<i>Randall Sarosdy</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Schexnyder	Jude	TxDOT	<i>Jude Schexnyder</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Sinclair	Sam	NHTSA	<i>Sam Sinclair</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Soares Roberto	Cinthya	Texas A&M Transportation Institute	<i>Cinthya Soares</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Stewart	Cody	Texas A&M Transportation Institute	<i>Cody Stewart</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Stratton	Doug	GDC Marketing & Ideation	<i>Doug Stratton</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Tedder	Jay	Texas Department of Public Safety	<i>Jay Tedder</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Thomas	Dannell	ESC - Region 6	<i>Dannell Thomas</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Thorp	Kara	AAA Texas	<i>Kara Thorp</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Walden	Troy	Texas A&M Transportation Institute	<i>Troy Walden</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Wammack	Beth	GDC Marketing & Ideation	<i>Beth Wammack</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Weiser	Laura	Texas Center for the Judiciary	<i>Laura Weiser</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Worley	Dan	Baylor Scott & White Hillcrest RED Program	<i>Dan Worley</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Southern	D.	TC Underage Drinking Prog	<i>D. Southern</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

October 13, 2016

# Texas Statewide Impaired Driving Task Force

Norris Conference Center  
2525 W. Anderson Lane, Suite 365 • Austin, TX 78757

## October 13, 2016 Agenda

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8:30 – 9:00 AM	Check-in	
9:00 – 10:15 AM	Welcome and Introductions <ul style="list-style-type: none"> <li>• New members</li> <li>• Member commitment</li> <li>• Updates since April Task Force Meeting</li> <li>• Subcommittee Updates</li> </ul>	<b>Troy Walden</b>
10:15 – 10:45 AM	Goals and Objectives from Task Force Project Plan Revisions <ul style="list-style-type: none"> <li>• Revisions until March 1</li> <li>• Final to TxDOT by June 1</li> </ul>	<b>Paige Ericson-Graber</b>
10:45 – 11:15 AM	TxDOT Update	<b>Terry Pence</b>
11:15 – 11:30 AM	Task Force Spotlight Videos	<b>Sam Atchison</b>
11:30 – 12:30 PM	Lunch and Networking	
12:30 – 3:00 PM	Working Group Activity	<b>Troy Walden</b>
3:00 – 3:45 PM	Working Groups Report Back to Task Force	
3:45 – 4:00 PM	Close / Wrap-Up	<b>Troy Walden</b>

Hosted by:



October 13, 2016

### Impaired Driving Task Force Meeting Notes

Thursday, October 13, 2016

Start Time: 9:09AM | End Time: 3:27PM

#### Welcome and Introductions:

Troy Walden (TTI) welcomed everyone and thanked them for their time and commitment to the Task Force. He mentioned that we had filled some gap areas of expertise since the last Task Force meeting and reiterated that the Task Force is not adding new members at this time unless they fill strategic gap areas. He suggested **sending any recommendations for new members to Troy or Paige (and Frank) for consideration.**

#### New members:

- Cynthia Humphrey, Texas Association of Substance Abuse Programs
- Joseph Dias, Memorial Hermann Prevention Recovery Center
- Don Egdorf, Houston PD
- Sherri Robelia, TxDOT

Troy noted that everyone had a **letter of commitment and were asked to sign those once per year during the fall meeting.** Task Force members were asked to review, sign, and return the letter before the meeting ended.

#### Updates since April Task Force Meeting:

##### *(1) Support Letter for Governor's Executive Impaired Driving Committee*

Terry Pence (TxDOT) provided an update on the support letter for the Governor's Executive Impaired Driving Committee, which the Task Force sent in February 2016 to the TxDOT Transportation Commission. Commissioner Jeff Moseley has since stepped down, and there is a new commissioner in place as of this year. The recommendation for the creation of the Governor's Executive Impaired Driving Committee was included in the strategic document *Solutions for Saving Lives on Texas Roads*. This document was created by the Texas Traffic Safety Task Force, which includes Texas transportation and law enforcement professionals working to identify best practices recommendations and new ideas in an effort to reduce Texas highway fatalities, injuries, and crashes. The document was presented in June 2016 to the Commissioner's office and is currently under review. The document can be accessed here: <https://ftp.dot.state.tx.us/pub/txdot-info/trf/trafficsafety/saving-lives.pdf>

##### *(2) Updates from Subcommittees*

- Legislative Subcommittee
  - Clay Abbott (TDCAA) updated on the legislative subcommittee: role to the ID Task Force is informational, two components of what the subcommittee does; brief on things that come up before the session and update on things that have been voted into place during legislation session.
  - Subcommittee topics: Sobriety checkpoint/interlock for 1<sup>st</sup> time offenders (TTI), interlock licenses (Laura Weiser), deferred (Clay), records and DWI tracking (TTI), driver's responsibility (Laura Weiser), powdered ETOH/RX drugs and use/MJ legislation (Nicole Holt). January 1<sup>st</sup> we will watch as bills come out and update the Task Force by providing 1-page summaries as soon as possible. May-June will look at what passed and prepare information for Task Force. **Subcommittee will meet in November, so members should watch for email from Sarah/Clay.**

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- Education Subcommittee
  - Dannell Thomas (ESC-6) updated on Education subcommittee: Held webinar on June 2, areas of focus; find/develop materials and information that could be used in school districts (evidence based and currently funded programs). Additional research will be done by subcommittee members outside of Task Force meetings. What will be developed? Multiple documents listing free and other programs, available or being implemented in school districts. Currently Texas schools use Core Standard 2.4 and if programs focus on extended learning they will fit into the CORE requirement
  - Subcommittee will provide language that partners need to get their programs in the school (a current struggle).
  - Mike Morale is the new Education Commissioner in place. He has made it a point to visit all ESC's in the state. The Education subcommittee is in a good position to help get Task Force member programs into schools, communities, and districts all over the state.
  - The subcommittee wants to be able to list the following: Title, TEK associated, discipline area, within the two documents that are being created. Regional Service Centers have TETN 2x/year to discuss safety across the state and what each region is doing. Task Force members are welcome to provide program information to Dannell that she will introduce during the TETN meetings.
- DWI Monitoring subcommittee met but does not have any information to report out at this time.
- Troy indicated that we are looking at creation two additional subcommittees and asked for **feedback from members on what topics/areas would be beneficial.**

🚩 The Task Force previewed the member spotlight video featuring Jim Kuboviak (LEMVI).

#### Goals and Objectives from Task Force Project

Paige Ericson-Graber (TTI) gave an update on what the Task Force has accomplished in FY16:

- Approved Mission Statement
- Developed Letter of Commitment
- Developed Letter of Invitation
- Drafted Support letter for creation of Governor's Executive Committee on Impaired Driving
- Developed "Member-only" website
- Redesigned *DyingtoDrink* website
- Filmed member spotlight videos
- Updated Impaired Driving Plan
- Created 3 Subcommittees
- Developed resources/infographics
- Conducted Impaired Driving Forum
- Listed upcoming Task Force events

**If any TF members want training dates or program information posted on the *DyingtoDrink* website, send the event details to [s-atchison@tti.tamu.edu](mailto:s-atchison@tti.tamu.edu).** Upcoming events (both Task Force and members) are listed on the *DyingtoDrink* website.

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It was discussed that some of program events are closed/only available to certain stakeholder groups - **TTI will update website appropriately to indicate what events are open/closed. Paige requested all Impaired Driving Plan revisions be submitted by March 1, 2017. Paige will email a .doc version of the plan so that members can use track changes to return any comments.**

**Troy asked for any speaker/topic suggestions for the Impaired Driving Forum** as we will be working on the agenda and lineup shortly.

**TxDOT Update:**

Terry Pence provided a TxDOT update and thanked everyone for their service.

- For the annual report, **TxDOT is looking for summaries that can be put together for “best practices” and encouraged members to with TxDOT to get those summaries in for inclusion.** Summaries can be sent to Frank Saenz at [frank.saenz@txdot.gov](mailto:frank.saenz@txdot.gov).
- In 2018, all TxDOT proposals will require electronic signatures.
- Terry discussed the importance of the Impaired Driving Plan and how it is required for getting Section 405 funds and NHTSA funds. As a mid-range state, to qualify for those funds we must put together an Impaired Driving Plan and have it approved by a statewide task force. TxDOT will be operating through a continual resolution through Dec 9. It is expected there will be three continual resolutions that carry through the end of FY 2018. It is unknown about how much funding Texas will qualify for. Texas receives about \$10 million in incentive dollars for impaired driving.
- Requests for Proposals (RFPs) will likely open up in early November and a webinar will be conducted for anyone interested in learning about the process. The RFP's will open up on a Friday and the *Texas Register* will then offer the webinar that will walk through the proposal process. Proposals will be due in early January.
- Carol Rawson retired in August 2016, and the new TxDOT Division Director in Traffic Operations is Michael Chacon.
- Administrator Rosekind spoke at the Governor's Highway Safety Administration conference this year on the same date that the latest FARS data was released. We're seeing a tremendous increase in traffic fatalities. There were 32,744 traffic fatalities nationwide in 2015. The NHTSA fact sheet can be viewed here: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812318>
- This year, Commissioner Moseley created a Traffic Safety Task Force after bringing in people involved in traffic safety and asking how to reduce deaths. The Task Force produced the strategic document *Solutions for Saving Lives on Texas Roads* found at <https://ftp.dot.state.tx.us/pub/txdot-info/trf/trafficsafety/saving-lives.pdf>. The document looked at three E's: Education, Engineering, Enforcement and put together a 5-year plan.
- Terry provided handout with web address link to the Safety Solutions Report as well as a link to NHTSA's new initiative called Road to Zero, which can be accessed here: <http://www.nhtsa.gov/nhtsa/symposiums/october2016/index.html>. The NHTSA link includes a day-long webinar video that took place. We will be working on a 30-year plan to get to zero deaths. A number of states have already started initiatives and NHTSA is working to get all states doing this. **As Frank requested, the Road to Zero initiative information and the Safety Solutions report be included on the DyingtoDrink website.**
- Shalandra Rogers (TxDOT) encouraged members to attend the Statewide Distracted Driving Summit on November 3. Shalandra indicated that Doug Stratton (GDC) just completed a

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campaign with a video game called Impaired Dodgeball which uses mobile truck with a large screen. Doug gave a brief overview of the Impaired Dodgeball campaign.

**Task Force Spotlight Videos:**

- ✦ The Task Force previewed the TMCEC's spotlight video featuring Ned Minevitz and Judge April Earley.
  - **Sam encouraged members to setup an appointment for doing a member spotlight video.** The videos are free to members and can be used for their own marketing purposes. Videos can include just one person or multiple as needed. Sam provides 5 basic questions to help facilitate the dialogue of the interviewee.
  - Sam walked members through the *DyingtoDrink* website and **encouraged members to submit materials and documents that can be added.** Sam indicated the blog on the website is updated weekly and requested information that can be included.

**Lunch and Networking:**

Resumed from Lunch at 12:25PM.

- ✦ Troy previewed another member spotlight video from U-in-the-Driver-Seat program, featuring Russell Henk, Lisa Minjares-Kyle, and Stacey Tisdale.

**Working Group Activity:**

Ahead of the meeting, members were asked to complete an online survey. The survey was a compilation of recommendations from the Impaired Driving Technical Assessments that the Task Force had previously identified as either "not being currently addressed" or "requires legislation." The results of the survey were provided in a spreadsheet detailing the ranking decided on through the survey process and what the top 6 priority recommendations were.

The Task Force was split into topic-specific, small groups to discuss the creation of specific, measurable, realistic, attainable, and timely (SMART) goals to implement the recommendations in their focus areas. She asked members to A) outline very specific steps to move recommendation forward and B) identify who could lead that effort.

Below are the ranked survey results, the list of members in each group, and what was reported back to the larger Task Force.

**Recommendation #1: Enact a \$.10 per drink excise tax increase and dedicate a portion of new revenues to alcohol abuse and impaired driving prevention and treatment.**

Group members:

- Nicole Holt
- Mindy Carroll
- Jaime Gutierrez
- Atalie Nitibhon
- Randy Sarosdy

1. SMART Goals:

- Research
  - Texans Standing Tall previously produced a research document on “The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas.”
  - TST is conducting an opinion survey about the positive public health and safety measures associated with an increase in the alcohol excise tax as indicated in the report.
  - Survey results will help identify effective messaging of the content for the purposes of sharing with people beyond the traffic safety and prevention worlds.

2. Stakeholders, etc:

- Prevention and public health organizations
- Mental health organizations
- Law enforcement
- Healthcare
- Education
- HHSC Sunset Review - Makes recommendations to the Legislature on whether to continue various state agencies. The next agencies to go under review are HHSC and TABC. Should share the report with people involved in the review of these agencies.

3. Costs associated vary

- The “heavy lifting” of implementing this recommendation is through the research report and opinion survey both which have been financed by Texans Standing Tall. The next steps would have fewer financial costs and a greater cost of time (volunteers, other organization doing the work) unless an organization was to hire someone to do the legislative work. Should the tax be raised a “dime a drink” there is the potential to earn \$2 billion over a biennium. These dollars could be used to fill gaps in the State’s budget or underfunded programs.

4. Timeline depends on elected officials and political climate.

- Most likely an elected official would decide they could fund the gap (for instance, they could decide that there’s not enough money for mental health, so alcohol excise tax may be considered as an opportunity), and this could be added onto a House bill. A bill sponsor to raise alcohol excise tax as a stand-alone bill is not very likely.
- It could take multiple sessions before a bill moves forward. TST will continue to provide educational resources on and monitor this issue over the next 2-5 years.

5. If you were to raise taxes a dime a drink, there is the potential to have 112 fewer traffic fatalities per year (and many other public health benefits as well as money raised)

**Recommendation #2 - Codify driving while intoxicated (DWI) deferral, diversion, and pretrial intervention programs so as to provide uniform statewide guidelines, requirements and procedures that regulate the implementation, operation, and applicability of such programs.**

Group members:

- Clay Abbott
- Tyler Dunman
- Annette Beard

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- Laura Weiser
- Todd Jermstad
- Susan Redford

Diversion is an isolated prosecutor issue; judges have little or no control over whether an individual will go into a diversion program. In Texas, we have a huge difference in diversion programs. We have some small, rural counties that dismiss every DWI (while charging large parking fines), and then there are other jurisdictions that don't do diversions at all (Bell and Travis Counties). In Montgomery Co., for example, requires 10 days in jail before a person is eligible for diversion.

If you create the diversion law as stated, it will improve only a small majority but will lower the quality of diversion programs from those areas doing it well. Even if we standardized diversion, those areas that are already on the lowest end of spectrum can still get out of doing them. This is something that can be fixed by ourselves through best practices; 100% of the work will have to be done by TDCAA.

Best Practices:

1. Risk Assessment (reoffend) – Reoffending is not by and large happening in most diversion programs. There's been a huge push by some groups who believe there are too many people in prison and the way to deal with it is to let them all out. So, there's a big push for diversion. But, if we let the wrong people out, there may be more crime. By the end of upcoming Legislature, there will be risk assessments – we will know more about it.
2. Alcohol (Drug) Assessment is a risk assessment for impaired driving (IDA in Progress). Clay will give prosecutors the assessment.
3. Treatment plan based on assessment.
4. Interlock (6 months with peer performance)
  - Need to make sure language allows for extensions with lockouts or bad behavior
  - Interlock license
5. Victim Impact Panels
6. Jail time
7. Generalized Probation Terms

**Recommendation #3 - Conduct an assessment of community based coalitions that address alcohol and substance use to determine the extent and nature of impaired driving prevention strategies and areas for potential collaboration with the traffic safety community.**

Group members:

- Shalandra Rogers
- David Dorman
- Sarah Martinez
- Lisa Minjares-Kyle

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- Doug Stratton
  - **Dannell Thomas**
  - Beth Wammack
  - Libby Banks
  - Jude Schexnyder
1. Define criteria of the assessment (the nuts and bolts; i.e. outreach to the coalitions to determine if they are already using a specific assessment -- a model, set parameters of tool, leverage existing Task Force network)
    - Libby Banks is already in the process of creating an assessment tool to determine what coalitions are out there, who their target audience are, and who they're funded by.
    - Requirements: time, establishment of database, a champion (David Doorman) to take on the task, budget. (Libby indicated that TST is already working on this task and will provide to group)
    - Restraints - Time, funding, lack of incentives, staff turnover
  2. Task Force network and their partners; TST/Sam Atchison
  3. TTI to research the costs associated with the development of a coalition assessment database. Costs-undetermined.
  4. Accomplish this in one federal fiscal year
  5. There would be positive impacts to the creation of a centralized database:
    - Knowing who specializes in what
    - More collaboration to build partnerships
    - A nice hub
    - Creates efficienciesNegative impacts-
    - Barriers to understanding the process

Texans Standing Tall applied for a project grant to accomplish just this; they now have a full-time person who has been working on a college database. Her name is Christy.

**Recommendation #4 - Enact a strict social host liability statute holding all individuals liable for damages resulting from over service of alcohol to guests.**

- Group members:
- Brian Lemons
  - Georgia Marks
  - Amy Moser
  - Sherri Robella
  - Mark Busbee
  - Nina Saint
  - **Ned Minevitz**

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Texas has legislation that extends liability to party hosts who knowingly served alcohol to underage minors. But, it is a cause of action, and it's limited to minors. If all guests are over the age of 18, there's no statute. In other states, there is a legal duty to make sure party guests do not drive away if they're impaired. In Texas, there is a statute to limit liability, but there is no statute that creates liability.

1. SMART Action Steps:

- Research, gather data, writing of an issue brief
- Clearly define what we want to do
- Timetable -- Circulating by Fall 2017 and Spring 2018; on ballot by Fall 2018
- Educate
- Get on the agenda
- Advocate

2. Stakeholders:

- Local coalitions
- Parent associations
- MADD
- Legislators with personal experience
- AAA
- Ignition interlock
- Victim's rights organizations

It should be noted that states that have passed social host liability laws at the state-level have found very little means by which to enforce them. Does liability actually decrease deaths? Studies indicate it does decrease alcohol consumption. A 2010 study in Ventura County, CA found that social host laws decreased fatalities from 18-20 year olds by 20%.

3. Costs (low to medium)

- Education (front-end research would incur some costs); billboards, and education of the ordinance
- Follow-up costs
- Lobbying

\*Once the law is on the books, the cost isn't really relevant

4. Time to implement: September 1<sup>st</sup>, 2019

5. Impact:

- If you can educate, it could have a dramatic impact over time
- Big media splash
- Knowing someone else could end up paying for it besides you, may deter someone from driving home

6. Evaluation

**Recommendation #5 - Enact a statute that allows well planned and fairly executed sobriety checkpoints.**

Group members:

- Jason Arnold
- Jim Kuboviak
- David McGarah
- Anna Mudd
- Jay Tedder
- Brian Grubbs
- Diane Clark
- Holly Doran

We looked to *Michigan vs. Sitz*. The Supreme Court ruled in 1990 that sobriety checkpoints were fine as long as it was a *brief* amount of time that the public was stopped. They found that substantial government interest allows for stop without reasonable suspicion/probable cause. The requirements are:

- Posted when/where on news or in paper
- Only stopped for brief period of time

There was 2015 study conducted in Texas that found 220 – 260 lives could be saved through the implementation of sobriety checkpoints, as seen in states that have implemented them. Those states saw a 24% decrease in alcohol-related fatalities. Currently, 38 states and DC have sobriety checkpoints (according to GHSA).

In Texas, the restraints include:

- Reluctance by legislatures
- Cost-prohibitive – they're expensive to conduct
- Politics – The potential that high-ranking officials will get caught
- TX interprets the federal Constitution as prohibiting sobriety checkpoints
- Public sentiment

Potential Stakeholders: TDCAA, DPS, Law Enforcement Association, MADD

**Recommendation #6 - Coordinate highway safety plans and programs with substance abuse prevention plans and programs.**

Group members:

- Dan Worley
- Lisa Robinson
- Terry Pence
- Frank Saenz
- **Troy Walden**
- Laura Dean-Mooney

How do we bridge the gap between substance abuse and traffic safety programs?

1. Barriers
  - What is substance abuse versus impaired driving (as defined by traffic safety experts)?  
There are differences between the definitions and they are talked about differently.

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- DWI/Drug Courts: is there a way to tie in to these? The courts focus on substance abuse. How can this be tied to a statewide policy?
- How do we “feed” information about substance abuse prevention to our existing coalitions? (e.g.; TSS’ coalitions and other coalitions)
  - Give them Action Steps plus Resources
  - A website (maybe)
  - An e-newsletter
  - Information from the Impaired Driving Task Force
  - Identify substance abuse professionals to join the Task Force
  - Funding (FY17) TST project to assess local and statewide coalitions
  - The [dyingtodrink.org](http://dyingtodrink.org) website has been upgraded and is a resource both for TF members and statewide professionals
  - Ability to add to the website to include more substance abuse information (especially drugs (illicit, prescription, over-the-counter) from new members to the ID Task Force. Who? How does Sam/TTI get this information?
  - Use of social media
  - Use of #hashtags eg; Tweet and Instagram with #dyingtodrink to link people in substance abuse with ID Task Force. #dyingtodrink can be resource to people around the state
  - Impact can be strengthened with continued growth on previously identified strategies

**Clay Abbott: Update on Texas Prosecutors Task Force:**

- The Prosecutor’s Task Force is comprised of prosecutors from the 5 biggest, 5 mid-size, and 5 small size jurisdictions. The Prosecutor’s Task Force will reconvene on December 11<sup>th</sup>, 2016.
- At its last meeting, they produced 2015 DWI Prosecutor Taskforce Minutes and Report, which includes discussion on:
  - Oral Drug Testing – Which is the drug equivalent of a portable breath test. It is unlikely to ever be introduced in court because false negatives (as opposed to false positives) are off the scale. Oral drug testing tests for a small panel of drugs; five substances are tested for out of a panel of 3,000+ drugs. So, what happens when the test says the individual isn’t impaired? The officer lets the individual go.
  - Jail Time vs. Probation – Prosecutors favor probation over jail time, but you can’t keep the defendant from pleading guilty and you can’t make the person take probation over jail. Jail overcrowding is an issue because convicted persons know they don’t need to choose probation when they can choose jail time, and overcrowding means they will likely serve less jail time than they would’ve served on probation.
  - Per Se Drug Legislation – Alcohol is not absorbed instantaneously. You peak when you quit drinking, and then there’s a fairly steady decline. Of all substances that we know, it has the most predictable elimination of any substance that you can put in your body. The drugs that you inhale, that you snort -- these are absorbed much faster. It doesn’t have the nice lateral dropout. When you create a per se drug legislation, you’re creating a bar to prosecuting. How do you determine a per se level?
  - TDCAA is producing toxicology and DRE testimony videos that will be available in September.
  - The Prosecutor’s Task Force believes the focus of impaired driving needs to shift to drugs.

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**Upcoming Events**

- November 3, 2016 – TxDOT Statewide Distracted Driving Summit in Austin, 9:00 AM – 3:30 PM. For registration, <http://txdistracteddrivingsummit.regstep.com/>
- March 27-29, 2017 – TMCEC’s Municipal Traffic Safety Initiatives (MTSI) Traffic Safety Conference in Austin. This conference is intended for judges and court staff. If room is available, TxDOT program partners and other stakeholders may attend. For more information, email Ned Minevitz, [ned@tmcec.com](mailto:ned@tmcec.com).
- April 26, 2017 - 2017 Statewide Impaired Driving Forum in Austin. For more information, email Paige Ericson-Graber, [p-ericson@tti.tamu.edu](mailto:p-ericson@tti.tamu.edu).
- April 27, 2017 - Spring Task Force Meeting in Austin. For more information, email Paige Ericson-Graber, [p-ericson@tti.tamu.edu](mailto:p-ericson@tti.tamu.edu).
- May 1-2, 2017 – 2017 Statewide Summit to Create Healthier and Safer Communities in Austin. For registration, visit [www.TexansStandingTall.org](http://www.TexansStandingTall.org).
- October 12, 2017 - Fall Task Force Meeting in Austin. For more information, email Paige Ericson-Graber, [p-ericson@tti.tamu.edu](mailto:p-ericson@tti.tamu.edu).

**Close/Wrap-Up:**

Frank encouraged everyone to be engaged in what the Task Force is doing and to have open discussion with each other about what the obstacles in impaired driving are. He and Terry both thanked everyone for being here and taking time to be involved.

Paige discussed Action Items from today’s meeting. Paige reminded everyone to sign the Commitment letter and asked anyone who is here representing a member refrain from signing the letter.

October 13, 2016

Center for Transportation Safety Texas A&M Transportation Institute		Texas Impaired Driving Task Force Meeting October 13, 2016 - 9 am - 4 pm		
Last Name	First Name	Organization	Signature	Are you attending this meeting as part of a TxDOT Grant? <input type="checkbox"/> Yes <input type="checkbox"/> No
Abbott	W Clay	TDCAA		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Arnold	Jason	College Station Police Department		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Atchison	Sam	TTI		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Atkinson	Mark	Texas Center for the Judiciary		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Banks	Libby	Texans Standing Tall		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Beard	Annette	Smart Start Inc.		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Busbee	Mark	TMPA-FRIDAY Program		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Carroll	Mindy	TX Alcoholic Beverage Commission		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Clark	Daine	Sam Houston State University		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dean-Mooney	Laura	TX A&M AgriLife Ext Service Watch UR BAC		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Doran	Holly	TX Center for the Judiciary		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dorman	David	Mothers Against Drunk Driving		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dunman	Tyler	Montgomery County DAO		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Ericson-Graber	Paige	TTI		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Graber	Jon	TTI		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Grubbs	Brian	LEADRS		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Gutierrez	Jaime	Mothers Against Drunk Driving		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hammond	Sarah	TTI		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Holt	Nicole	Texans Standing Tall		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Jennings	Michael	Austin Police Department		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Jermstad	Todd	Bell & Lampasas County CSCD		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Kuboviak	Jim	LEMVI/UHD		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Lemons	Brian	Texans Standing Tall		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Lochridge	Hope	TMCEC		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Mabe	Richard	Austin Police Department		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Marks	Georgia	Texans Standing Tall		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Martinez	Sarah	Travis Co. Underage Drinking Prevention Program		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
McCann	Missy	Texas SFST		<input type="checkbox"/> Yes <input type="checkbox"/> No
McGarah	David	Texas SFST Program		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Minevitz	Ned	TMCEC		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Minjares-Kyle	Lisa	TTI		<input type="checkbox"/> Yes <input type="checkbox"/> No
Moser	Amy	Region 6 Education Service Center		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Mudd	Anna	TX DPS Crime Lab		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Nitibhon	Atalie	Texans Standing Tall		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

October 13, 2016

Last Name	First Name	Organization	Signature	Are you attending this meeting as part of a TxDOT Grant: O Yes <input checked="" type="checkbox"/> No
Pence	Terry	TxDOT	<i>Terry Pence</i>	O Yes <input checked="" type="checkbox"/> No
Prescott	Jena	TTI	<i>Jena Prescott</i>	<input checked="" type="checkbox"/> Yes O No
Redford	Susan	TX Association of Counties	<i>Susan Redford</i>	<input checked="" type="checkbox"/> Yes O No
Robelia	Sherri	TxDOT	<i>Sherri Robelia</i>	O Yes <input checked="" type="checkbox"/> No
Robinson	Lisa	National Safety Council	<i>Lisa Robinson</i>	<input checked="" type="checkbox"/> Yes O No
Saenz	Frank	TxDOT	<i>Frank Saenz</i>	O Yes <input checked="" type="checkbox"/> No
Saint	Nina	SafeWay Driving	<i>Nina Saint</i>	<input checked="" type="checkbox"/> Yes O No
Sarosdy	Randall	TX Justice Court Training Center	<i>R Sarosdy</i>	<input checked="" type="checkbox"/> Yes O No
Schexnyder	Jude	TxDOT	<i>Jude Schexnyder</i>	O Yes <input checked="" type="checkbox"/> No
Stratton	Doug	GDC Marketing & Ideation	<i>Doug Stratton</i>	<input checked="" type="checkbox"/> Yes O No
Tedder	Jay	Texas Department of Public Safety	<i>Jay Tedder</i>	<input checked="" type="checkbox"/> Yes O No
Thomas	Dannell	Region 6 Education Service Center	<i>Dannell Thomas</i>	<input checked="" type="checkbox"/> Yes O No
Thorp	Kara	AAA Texas		O Yes O No
Walden	Troy	TTI	<i>Troy Walden</i>	<input checked="" type="checkbox"/> Yes O No
Wammack	Beth	GDC Marketing & Ideation	<i>Beth Wammack</i>	<input checked="" type="checkbox"/> Yes O No
Weiser	Laura	TX Center for the Judiciary	<i>Laura A. Weiser</i>	<input checked="" type="checkbox"/> Yes O No
Worley	Dan	Baylor Scott & White-Hillcrest	<i>Dan Worley</i>	<input checked="" type="checkbox"/> Yes O No
Rogers	Shakendra	TxDOT	<i>Shakendra Rogers</i>	O Yes <input checked="" type="checkbox"/> No
Whalen	Thea	TSCC	<i>Thea Whalen</i>	<input checked="" type="checkbox"/> Yes O No
				O Yes O No

## Appendix F. Subcommittee Notes

The following are meeting notes from the Legislative and Education Subcommittees. Each subcommittee was established to address specific, focused issues. Subcommittee members volunteer to participate on the subcommittee. The subcommittees were established with the goal of working and holding meetings, as each subcommittee deems appropriate, between the two annual TIDTF meetings. This helps ensure that not only are TIDTF members informed with the most up-to-date information surrounding each focus area, but that when the TIDTF does meet in person, the meetings will be conducted efficiently and with a more focused direction.

The Legislative Subcommittee was established to monitor impaired driving legislation when the Texas State Legislature is in session, apprise the TIDTF of pending legislation, and update the TIDTF on how passed bills will impact the State of Texas' efforts to impact impaired driving.

The Education Subcommittee was established in order to address two recommendations from the 2015 Impaired Driving Technical Assessment. Those recommendations are:

- Provide schools with current, Texas-specific impaired driving information for inclusion in health and other curricula
- Coordinate school based impaired driving activities with evidence-based alcohol and substance abuse prevention programs.

## Legislative Subcommittee Meeting Notes – April 27, 2017

### Legislative Subcommittee

Meeting Notes 4.27.17 @ 8:45 AM

#### Participants

- Clay Abbott
- Ned Minevitz
- Debra Coffey
- Laura Weiser
- Nicole Holt
- Randy Sarosdy
- TTI Administration: Troy Walden and Cinthya Roberto

#### In these notes:

- [Creation of Bill Repository](#)
- [Legislative Bill Deadlines](#)
- [DWI Bills](#)
  - [HB 1999 – Making Minor Alcohol Cases a Civil Violation](#)
  - [HB 67 – Surcharge Bill](#)
  - [HB 1322 – Blood Draw](#)
  - [HB 117 – Ethyl Alcohol Monitoring Device](#)
  - [HB 140 – 10 Year Look Back Rule](#)
  - [HB 1327 – Enhancing Penalty for Intoxicated Assault and Intoxicated Manslaughter](#)
  - [HB 2089 – Deferred Bill](#)
  - [HB 1275 – Interlock Violations Bond](#)
- [FYI Bills](#)
  - [HB 1436 – Open Container](#)
  - [HB 1820 – Regarding Evidence of a Prior Conviction in a Criminal Proceeding](#)
  - [SB 57 – Texting and Driving](#)
  - [HB 90 – Increase Funding DWI Courts](#)
  - [SB 875 – Relating to Civil Liability for Damages Caused by Person While Intoxicated](#)
  - [SB 966 – MIP Charges on Rape](#)
  - [HB 47 – Powdered Alcohol](#)
  - [HB 133/ SB 896 – Powdered Alcohol](#)
  - [SB 1913](#)
  - [HB 3729](#)
- [Other Comments](#)
- [Next Meeting](#)
- [Action Items](#)

#### “Bill Repository” on Syncplicity

- TTI created a “bill repository” through Syncplicity for subcommittee members “dump” information regarding pending DWI legislation.
- At the last meeting, members were assigned bills to watch and created a 1-paragraph memo about pros, cons of the bill, and how, if passed, its implications on traffic safety, etc. These were dropped in the bill repository.

#### Legislative Bill Deadlines

Monday, May 8      Last day for House bills to be reported from committee  
Thursday, May 11      Last day for House bills to be passed on second reading (other than local or

## Legislative Subcommittee Meeting Notes – April 27, 2017

	consent bills)
Tuesday, May 23	Last day for Senate bills to be passed in the House on second reading
Wednesday, May 24	Last day for House bills to be passed in the Senate
Sunday, May 28	Last day for House and Senate to approve conference committee reports
Monday, May 29	Legislature adjourns <i>sine die</i>

#### Briefing Task Force Members on Bills: Impaired Driving Forum Updates

What follows below are a list pending bills that affect DWI/DUIs in Texas. These bills were introduced by Clay, and then a subcommittee member was assigned to write a 1-paragraph summary regarding the pros, cons, and implications if the bill passes.

#### HB 1999 – Making Minor Alcohol Cases a Civil Violation

Assigned to: Nicole and Ned

Comments: Left in Committee 4/24

Summary: The bill deals with the purchase of alcohol by a minor and minor in consumption. This bill is just legislative clean-up. Minors would no longer receive a criminal violation, but a civil penalty. It will still be tried at the municipal and JP courts, but it will be tried as a civil violation. The bill does not remove expunction statutes. With the independent TABC expunction, the state will be expunging civil violations.

The bill was an effort to help kids that get minor possessions cases not have permanent records. Only minors on the third offense would have a criminal offense.

Nicole says from a prevention and deterrence standpoint, people respond better to a swifter and severe enough deterrence after doing something bad in order to not replicate the effort. Currently, the penalties are not severe enough and this bill does not help the case. A better deterrent would be the revocation of a license for a period of time. Recommendation: either re-write the bill now or have it the way it was written before.

Clay says if this bill passes the state impaired driving assessment has to be modified in order to reflect the legislative changes. There is a question about if it disqualifies us from NHTSA funding. Will need to check with TxDOT.

#### HB 67 – Surcharge Bill

Assigned to: Laura with assistance from Debra

Comments: Referred to Committee 2/13. There is no hearing set.

Summary: This bill deals with the repeal of the surcharge responsibility program. Clay asks Laura to take this bill and write about the bill, what surcharges do, what kind of impact it has on the courts, and what the lack of surcharges may do.

Laura says there are more bills related to this one. Clay commented if there are identical bills, please communicate to Cinthya for them to be added to the document or added as companion bills.

Debra has a tracking system that can compare bills and check for differences.

## Legislative Subcommittee Meeting Notes – April 27, 2017

### HB 1322 – Blood Draw

Assigned to: Clay

Comments: On House Floor (same with companion)

Summary: JPs can sign blood search warrants. The JP Association is championing this bill. This broadens the number of judges who can sign these warrants, especially in rural areas.

### HB 117 – Ethyl Alcohol Monitoring Device

Assigned to: Randy; draft it and run it by Debra to add her comments

Comments: Redrafted to committee and it is in House floor now

Summary: It defines SCRAM. It gives judges the option to use this device and others, especially for people who do not have cars. It allows the courts more latitude of which device to use.

Debra says that the interlock industry has already approached Mr. White to change/strike three words (in lieu of). The alcohol monitoring industry is content about this bill. It gives judges more tools to choose from when sentencing.

### HB 140 – 10 Year Look Back Rule

Assigned to: Clay

Comments: The Bills is dead

Summary: This bill has not been sent to committee yet. It reinvented the 10 year rule that some other states have.

### HB 1327 – Enhancing Penalty for Intoxicated Assault and Intoxicated Manslaughter

Assigned to: Clay

Comments: Committee hearing 4/24, not on floor yet

Summary: It goes through intoxicated manslaughter very much the way the murder statute goes into the capital statute. In other words, intoxicated manslaughter generally is a second degree felony, but under each of these aggravating factors it becomes a first degree felony. Some of them already exist. This bill simplifies prosecution.

### HB 2089 – Deferred Bill

Assigned to: Clay

Comments: On House Floor

Summary: It allows DWI offenders to now answer that they have not committed a DWI offense. It also allows them to do non-disclosure. It limits the cases of potential deferral. Surcharges have killed this bill in the past.

Debra says, in addition to the surcharge, probation came out against the bill because of the interlock piece in it. Because interlock was a piece of the deferred bill it would increase the number of offenders that they had to monitor. They voted against the bill and they pushed to not have interlock as requirement when asking for a deferral.

### HB 1275 – Interlock Violations Bond

Assigned to Randy and Debra

Comments: No committee date

(Clay) A previous bill required interlock but violating it didn't incur a consequence. Under this bill, violating interlock creates class B misdemeanor. If one does not follow the judge's sentencing, he would be committing a criminal violation. Interlock as condition to bond applies to defendants as well.

## Legislative Subcommittee Meeting Notes – April 27, 2017

### FYI Bills

HB 1436 – Open Container

Assigned to: Clay

Comments: Hearing is scheduled for 4/18

Summary: This bill clearly defines what an open container is, defined as a "receptacle that is factory-sealed by the manufacturer of the alcoholic beverage." If the seal is not broken, it is not considered an open container.

HB 1820 – Regarding Evidence of a Prior Conviction in a Criminal Proceeding

Assigned to: Clay

Comments: Left in committee on 4/17

Summary: Under this bill, "a presumption establishing the existence of that prior conviction for the person name in the document without the necessity of supporting testimony." It applies to all enhancements. It tracks what the law is in majority of the states.

SB 57 – Texting and Driving

Assigned to: Randy

Comments: To committee 1/24 no hearing set

Summary: It makes using a wireless device while driving an offense if you are an employee by the state or a state officer.

HB 90 – Increase Funding DWI Courts

Assigned to: Laura

Comments: To committee on 2/13 no hearing

Summary: Expanding courts costs to all offenses

SB 875 – Relating to Civil Liability for Damages Caused by Person While Intoxicated

Assigned to: Nicole

Comments: To committee 2/27; no hearings

SB 875 is referred to as the Drunk Driver Liability Act. This Act clarifies the cause of action and various civil procedural issues inherent in a civil action.

SB 966 – MIP Charges on Rape

Assigned to: Randy

Comments: On Senate uncontested

Summary: In cases of sexual assault, if a minor gets taken to the hospital, s/he will no longer be charged with minor in consumption. It takes away the fear of not reporting rape because victims do not want to get a class C misdemeanor.

HB 47 – Powdered Alcohol

Brought by: Nicole

Comments: Dead

## Legislative Subcommittee Meeting Notes – April 27, 2017

Summary: Expands the legal definition of alcoholic beverage to include powdered alcohol, in either powder or reconstituted form, and permits TABC to regulate as such. It imposes a tax of \$2.40 per gallon based on the amount of liquid suggested to be added by manufacture's packaging.

HB 133/ SB 896 – Powdered Alcohol

Brought by: Nicole

Comments: Potential bill for Amendment

Summary: Expands the legal definition of alcoholic beverage to include powdered alcohol, in either powdered or reconstituted form, and permits TABC to regulate it as such. A vendor may only sell powdered alcohol if it is contained in a self-sealing packet that contains no more than 14 grams of powdered alcohol.

SB 1913- Waving Fines

Brought by: Ned

Comments: Committee report was distributed on April 24 as well, no vote scheduled yet on House Floor. Was placed on intent calendar on 4/26 but no vote, and also not on calendar for 5/1.

Summary: One of the big class C reform bills, seeks to allow judges to waive fines in cases of indigency and prevent warrants for nonpayment. Uses the same language as in HB 76 to add municipal courts to Section 521.242(a), Transportation Code as a place to file for an ODL. The committee substitute removed the language that amended Section 521.242(a) of the Transportation Code, so muni courts won't have to do ODLs if this bill gets passed.

Companion Bill: No companion

HB 3729- Waving Fines

Brought by: Ned

Comments: Reported favorably as substituted out of the Criminal Jurisprudence committee on 4/24 and committee. Report was filed with Calendar committee on 4/28.

Summary: One of the big class C reform bills, seeks to allow judges to waive fines in cases of indigency and prevent warrants for nonpayment. Uses the same language as in HB 76 to add municipal courts to Section 521.242(a), Transportation Code as a place to file for an ODL. The Committee released a Fiscal Note that said implementing the bill would have a negative impact of \$16,256,000 by Aug 31, 2019. Language in fiscal note is relevant to municipal courts, "The bill would permit a person to petition a municipal court for an occupational driver's license. The bill would prohibit the Department of Public Safety (DPS) from imposing a \$30 administrative fee and denying the renewal of a defendant's driver's license if the judge in the underlying criminal case made a finding that the defendant was indigent or without sufficient resources or income to pay the fine and fee assessed in the criminal case."

Companion Bill: No companion

### Other Comments

Nicole: Tracking Marijuana Bills

Nicole says that there are two joint resolutions: one is to take a ballot initiative to amend constitution to permit medical marijuana, and another joint resolution on House and Senate side that would take legislation of marijuana to the voters. She adds that HB 2107- Significantly alters the definition of what marijuana is (from oil that used for medical purposes like epilepsy) to could be used to treat muscle spasms; expands on paraphernalia and growers. It expands the definition of medical marijuana, and once that expansion happens, the industry wants to get on voter initiatives to legalize marijuana and then have dispensaries throughout communities. If it does not happen this session, then 2019).

## Legislative Subcommittee Meeting Notes – April 27, 2017

### Action Items

- Potential Legislative Subcommittee meeting on June 12<sup>th</sup> (To be confirmed).
- Nicole is to write up a summary of the marijuana bills and add it to the Syncplicity folder.

## Legislative Subcommittee Meeting Notes – February 23, 2017

### Legislative Subcommittee

Meeting Notes 2.23.17 @ 2:00 PM

#### Participants

- Clay Abbott
- Ned Minevitz
- Debra Coffey
- Steven Polunsky
- Laura Weiser
- Nicole Holt
- Randy Sarosdy
- TTI Administration: Troy Walden, Cinthya Roberto, Paige Ericson-Graber

#### Introduction to New Point of Contact

Cinthya Roberto will be the new point of contact for the Legislative Subcommittee. She will replace Sarah Hammond as the Task Force Administration's liaison for this subcommittee. From this point forward, please expect to receive correspondence from her.

#### **Cinthya Roberto**

Assistant Transportation Researcher

[C-SRoberto@tti.tamu.edu](mailto:C-SRoberto@tti.tamu.edu)

979-458-0332

#### Creating a "Bill Repository" on DyingtoDrink.org

- TTI will create a "bill repository" for subcommittee members "dump" information regarding pending DWI legislation. The repository will be built through Syncplicity, a cloud-storage software similar to Dropbox. Members will receive an invitation email from Syncplicity.
- For those members who have a bill assigned to them, please create a 1-paragraph memo about pros, cons of the bill, and how, if passed, its implications on traffic safety, etc. Include a line or two about why we are looking specifically at this bill.
- Clay has created an example from the History of Bill, and press release from MCDAO that will be located in the Syncplicity folder.

#### Bill Watch

It has been an unusually slow start by the Texas House. Bill assignment has been slow. From this point forward, all bills have a decreased chance of passage, especially House bills. Three topics have absolutely enraptured the committee hearings right now: conceal and carry gun bills; transgender bathroom bills, and sanctuary city bills. This will probably have a chilling effect on DWI bills passing.

#### Briefing Task Force Members on Bills

What follows below are a list pending bills that affect DWI/DUIs in Texas. These bills were introduced by Clay, and then a subcommittee member was assigned to write a 1-paragraph summary regarding the pros, cons, and implications if the bill passes.

#### **HB 1999- Making Minor Alcohol Cases a Civil Violation**

## Legislative Subcommittee Meeting Notes – February 23, 2017

Assigned to Nicole and Ned

Comments:

(Clay) The bills deal with the purchase of alcohol by a minor and minor in consumption. This bill is just legislative clean-up. Minors would no longer receive a criminal violation, but a civil penalty. It will still be tried at the municipal and JP courts, but it will be tried as a civil violation. The bill does not remove expunction statutes. With the independent TABC expunction, the state will be expunging civil violations. The bill was an effort to help kids that get minor possessions cases to not have permanent records. Only minors on the third offense would have a criminal offense.

Nicole says from a prevention and deterrence standpoint, people respond better to a swifter and severe enough deterrence after doing something bad in order to not replicate the effort. Currently, the penalties are not severe enough and this bill does not help the case. A better deterrent would be the revocation of a license for a period of time. Recommendation: either re-write the bill now or have it the way it was written before.

Clay says if this bill passes the state impaired driving assessment has to be modified in order to reflect the legislative changes. There is a question about if it disqualifies us from NHTSA funding. Will need to check with TxDOT.

Troy will talk with Frank and warn him about the issue. (Send him an email)

### **HB67- Surcharge Bill**

Assigned to Laura with assistance from Debra

Comments:

(Clay) This bill deals with the repeal of the surcharge responsibility program. Clay asks Laura to take this bill and write about the bill, what surcharges do, what kind of impact it has on the courts, and what the lack of surcharges may do.

Laura says there are more bills related to this one.

(Clay) If they are identical bills, please communicate to Cinthya for them to add to the document or add them as companion bills.

Debra has a tracking system that can compare bills and check for differences.

### **HB 1322- Blood Draw**

Assigned to Clay

Comments:

(Clay) JPs can sign blood search warrants. The JP Association is championing this bill. This broadens the number of judges who can sign these warrants, especially in rural areas.

### **HB 117. Ethyl Alcohol Monitoring Device**

Assigned to Randy draft it and run it by Debra to add her comments

Comments:

(Clay) It defines SCRAM. It gives judges the option to use this device and others, especially for people who do not have cars. It allows the courts more latitude of which device to use.

## Legislative Subcommittee Meeting Notes – February 23, 2017

Debra says that the interlock industry has already approached Mr. White to change/strike three words (in lieu of). The alcohol monitoring industry is content about this bill. It gives judges more tools to choose from when sentencing.

### **HB 140 – 10 Year Look Back Rule**

Assigned to Clay

Comments:

(Clay) This bill has not been sent to committee yet. It reinvented the 10 year rule that some other states have.

### **HB 1327 – Enhancing Penalty for Intoxicated Assault and Intoxicated Manslaughter**

Assigned to Clay

Comments:

(Clay) It goes through intoxicated manslaughter very much the way the murder statute goes into the capital statute. In other words, intoxicated manslaughter generally is a second degree felony, but under each of these aggravating factors it becomes a first degree felony. Some of them already exist. This bill simplifies prosecution.

### **HB 2089 Deferred Bill**

Assigned to Clay

Comments:

(Clay) It allows DWI offender to now answer that they have not committed a DWI offense. It also allows them to do non-disclosure. It limits the cases of potential deferral. Surcharges have killed this bill in the past.

Debra says, in addition to the surcharge, probation came out against the bill because of the interlock piece in it. Because interlock was a piece of the deferred bill it would increase the number of offenders that they had to monitor. They voted against the bill and they pushed to not have interlock as requirement when asking for a deferral.

### **HB 1275- Interlock Violations Bond**

Assigned to Randy and Debra

Comments:

(Clay) A previous bill required interlock but violating it didn't incur a consequence. Under this bill, violating interlock creates class B misdemeanor. If one does not follow the judge's sentencing, he would be committing a criminal violation. Interlock as condition to bond applies to defendants as well.

### **FYI Bills**

#### **HB 1436- Open Container**

Assigned to Clay

Comments:

(Clay) This bill clearly defines what an open container is. This bill defines as a "receptacle that is factory-sealed by the manufacturer of the alcoholic beverage". If the seal is not broken, it is not considered an open container.

#### **HB 1820 - Regarding Evidence of a Prior Conviction in a Criminal Proceeding**

## Legislative Subcommittee Meeting Notes – February 23, 2017

Assigned to Clay

Comments:

Under this bill, "a presumption establishing the existence of that prior conviction for the person name in the document without the necessity of supporting testimony". It applies to all enhancements. It tracks what the law is in majority of the states.

### **SB 57- Texting and Driving**

Assigned to Randy

Comments:

It makes using a wireless device while driving an offense if you are an employee by the state or a state officer.

### **HB 90- Increase Funding DWI Courts**

Assigned to Laura

Comments

(Clay) Expanding courts costs to all offenses

### **SB 875- relating to Civil Liability for Damages Caused by Person While Intoxicated**

Assigned to Nicole

Comments

### **SB 966- MIP Charges on Rape**

Assigned to Randy

Comments

In cases of sexual assault, if a minor gets taken to the hospital they will no longer be charged with minor in consumption. It takes away the fear of not reporting rape because victims do not want to get a class C misdemeanor.

### **Other Comments**

Nicole: Tracking Marijuana Bills

- Two joint resolutions: one is to take a ballot initiative to amend constitution to permit medical marijuana, and another joint resolution on House and Senate side that would take legislation of marijuana to the voters
- HB 2107- Significantly alters the definition of what marijuana is (from oil that used for medical purposes like epilepsy ) to could be used to treat muscle spasms; expands on paraphernalia and growers
- Expands the definition of medical marijuana, and once that expansion happens, the industry wants to get on voter initiatives to legalize marijuana and then have dispensaries throughout communities. If it does not happen this session, then 2019). Nicole to write up document and add bill numbers.

### **Next Meeting**

Month of March= hearings

## Legislative Subcommittee Meeting Notes – February 23, 2017

If it looks like more bills will go forward, the subcommittee will **meet the week of April 17**. However, there may be no reason for the group to meet. If not many bills go forward the subcommittee may not need to meet until the **5-6<sup>th</sup> of June**.

Look at meeting the **30 minutes before the Task Force meeting at 7:45 AM on April 27 at the Norris Conference Center**. This meeting will be necessary regardless of whether we have the web meeting in April.

Clay will go through the bill list and where they are in the legislative process. Subcommittee will look into having a printed document that can be presented to the TF at the April meeting.

### Action Items

- Task Force administration will create bill repository by 2/24.
- Deadlines to submit bill summaries **March 3<sup>rd</sup> (Next Friday)**.
- Troy will speak with Frank about HB 1999 and NHTSA funding.
- Task Force administration will coordinate with Clay to determine whether subcommittee will meet next in April or June.
- Members should plan on meeting at 7:45 AM on April 27 at the Norris Conference Center before the spring TF meeting.

## Legislative Subcommittee Meeting Notes – November 14, 2016

### Impaired Driving Task Force Legislative Subcommittee Meeting (Webinar) 11/14/2016

#### Attending

Clay Abbott (Subcommittee Chair)  
Randy Sarosdy  
Ned Minevitz  
Deborah Coffey  
Laura Weiser

Steven Polunsky  
Sarah Hammond  
Troy Walden  
Nicole Holt  
Paige Ericson-Graber

Clay provided an update on where we stand in the legislative process. He informed everyone that we are currently in the pre-file period of legislature. Clay stated that most bills will need to be filed within the first few weeks (February 2017 at the latest) to get through.

Clay recommended we set up another subcommittee meeting toward the end of January or early February 2017 to discuss interpretation of the bills related to impaired driving and clarify which subcommittee members are following which bills.

Sarah will send a follow-up email a few days prior to the subcommittee meeting to remind everyone to send in their one-page briefs on pending legislation.

Clay suggested that the subcommittee hold several mini-meetings in Mid-June 2017 to discuss bill status. Clay will provide Sarah with a list of the bills and their summaries prior to these meetings.

The legislative subcommittee will provide an update to the Task Force during the October 2017 meeting (to be held on 10/12/2017). Laura stated that she will have some information already crafted for another presentation and is willing, along with Randy who will also have information prepared, to talk and provide updates at the Task Force meeting.

#### Current Bills: (send to Sarah and she will blast out to group)

Clay provided an example of a one-page bill synopsis, which can be used by subcommittee members to provide updates to each other (through Sarah). In Clay's example, he explained how the synopsis can be updated as the bill moves through the legislation process.

Clay also suggested that it was very unlikely that Texas will get House Bill 1 (DPS toxicology lab funding). In regard to this, as soon as Clay gets a bill number he will update the one-page document and send to Sarah. He has also agreed to keep an eye on any bills related to Deferred Adjudication.

Clay mentioned bills coming from San Antonio and Montgomery County which will track capital murder statute for intoxication manslaughter (currently limited to 2<sup>nd</sup> degree) and will enhance the charge (bumped to 1<sup>st</sup> degree) under certain circumstances; if a public servant is killed, a child under 6yo is killed, if there is more than one victim, if there has been a previous DWI conviction, and if high speed evading arrest is involved. (This bill is spurred by the Ethan Crouch case)

Laura updated the group that she hasn't heard anything specific to impaired driving yet. Provided example to committee (interlock and occupational will be on her radar)

## Legislative Subcommittee Meeting Notes – November 14, 2016

Debra indicated that her group was not putting any new legislation in this year but would be tracking all bills related to interlock.

Nicole suggested that her team is better suited to do an analysis of marijuana and youth drinking bills, than to track them so Clay will keep an eye out and pass them on if they appear. She also informed the group that there has recently been talk in the state about funding needs to be provided for CPS, and Texans Standing Tall is closely watching this and how it may be related, or affected by excise tax legislation.

Troy indicated that once a bill is filed, and after we've received a blessing from TxDOT and Frank, we can put the bills information on our website.

Troy also asked that the legislative subcommittee report out to task force body during the April 2017 meeting. He suggested this act as a "progress report" before providing a full overview at the fall meeting.

Clay recommended the subcommittee hold a short meeting (or even an email discussion) a week or so before the April 2017 task force meeting to discuss and finalize how to get prepare for April task force meeting.

## Education Subcommittee Meeting Notes – April 19, 2017

### Education Subcommittee Meeting Agenda

4.19.17 @ 10:00 AM

In attendance:

- Russell Henk
- Nina Saint
- Liz De La Garza
- Mark Busbee
- Hope Lochridge
- Paige Ericson-Graber

The Education Subcommittee looked at the 1<sup>st</sup> template for the reference book. The template included a few programs for the subcommittee had already collected program information. This program information, however, still needs to be reviewed by the TF members who run those programs.

The template incorporates the Task Force's logo colors and included several placeholder "sections" for each of the previously discussed areas.

After the first round of attempts to contact TF members on their programs, we are missing information from the following programs under "Alcohol and Other Drugs Countermeasure" emphasis area:

#### Public Information Campaigns:

- Alcohol Drug and Safety Training Education Program AD-A-STEP for Life, ESC Region 6
- Zero Alcohol for Youth Campaign and Statewide Youth Leadership Council to reduce Impaired Driving, TST\*
- Screening and Brief Intervention for Risky Alcohol Use and Related Behavior among College Students\*
- Enhanced Visibility Enforcement Campaign to Reduce Underage Social Access to Alcohol and DUI\*
- Statewide Community Coalitions Assessment to Identify Collaboration Opportunities to Prevent DUI/DWI\*
- Peer to Peer Program for Decreasing Impaired Driving Among College Students (U-in-the-Driver Seat)
- TxDOT's Project Celebration
- TxDOT's Impaired Driving Media Campaign

\* Lisa Robinson spoke with Nicole at Texans Standing Tall about these programs, however, after their discussion felt they may not be appropriate to include in the reference book because of the nature of the programs.

#### Training:

- Impaired Driving Initiatives – DECP, ARIDE and DITEP
- Drug Impairment Training for Texas Employers (DITTE)
- Texas Justice Court Traffic Safety Initiative
- DWI Resource Prosecutor

## Education Subcommittee Meeting Notes – April 19, 2017

\*\*\*Again, this initial list excluded programs listed under Enforcement and Evaluation of the TxDOT Alcohol and Other Drugs Countermeasures Program area.

For Group Discussion:

- Criteria for program inclusion in reference book
  - Initially, the Education Subcommittee decided that only those programs that are TxDOT-funded under the "Alcohol and Other Drugs Countermeasure" category would be included in the reference book. This was decided upon at a previous meeting.
  - However, after some discussion, it was realized that there are a number of TxDOT-funded programs that provide excellent education on impaired driving, however, they are funded outside the "Alcohol and Other Drugs Countermeasure" program.
    - The following programs were included in the 1<sup>st</sup> template of the reference book. These are programs funded under another emphasis area (i.e., NOT funded under the TxDOT Alcohol and Other Drugs Countermeasure Program).
    - Traffic Records:
      - Texas LEADRS - Evaluation
    - Driver Education and Behavior:
      - Our Driving Concern: Texas Employer Traffic Safety Program – Training
      - Teens in the Driver Seat Program – Public Information Campaign
      - Driving on the Right Side of the Road – Public Information Campaign
    - Other:
      - Texas Drug and Alcohol Driving Awareness Program
  - Therefore, the Education Subcommittee decided to include programs that have a key emphasis of alcohol and/or other drugs as part of their normal outreach. In order to be included in the reference book, this criteria must be met.
  - The Education Subcommittee was provided with the following list of program areas that also receive TxDOT funding:
    - Planning and Administration
    - **Alcohol and Other Drug Countermeasures\*\***
      - Originally only looked at programs whose main tasks were "Public Information Campaign" or "Training"
    - Emergency Medical Services
    - Motorcycle Safety
    - Occupant Protection
    - Pedestrian and Bicycle Safety

## Education Subcommittee Meeting Notes – April 19, 2017

- Police Traffic Services
- Speed Control
- Traffic Records
- Driver Education and Behavior
- Railroad / Highway Crossing
- Roadway Safety
- Safe Communities
- School Bus Safety
- There was some discussion about including other non-profit programs that are not funded by TxDOT. This was tabled for later discussion.
- The Education Subcommittee needs to:
  - establish "sections" in the reference book. But, this will largely be dictated by which programs are actually included in the book; TBD
  - develop a title for the reference book

### Action Items:

- TF administration will review list of all TxDOT Sponsored programs for inclusion. Will work with TxDOT to determine point of contact for each of the programs. Will assign programs to Education Subcommittee members to reach out and complete the template for each of the programs. This will take several weeks to coordinate. Due to other commitments, this effort will not begin until May.
- Nina Saint- Will identify applicable TEKS for each of the TxDOT programs. Will add "Not applicable" to TEKS for programs where TEKS are not applicable. Will standardize the TEKS that are listed in single format. Review what schools are using to format TEKS.
- TF administration will update the template and send to all subcommittee members before the TF meeting.

\*\*\*Please note: After the subcommittee meeting, TF administration discussed with Dannel Thomas, Co-Chair of the Education Subcommittee, the progress that had been made during the meeting. It was decided that instead of developing one reference book that would be "the be all end all" of reference books for alcohol awareness programs and trainings, that two smaller reference books would be developed. By having two books – one geared toward schools and communities and the other geared toward the criminal justice system – the reference books will be better tailored to the target audience. In this way, programs that target more than one audience (for example, both schools and law enforcement) can tailor and customize their program listing in each of the books. This also keeps the targeted interested in only the material that would be most relevant to them.

Having two reference books will not create more work than what was already discussed for the Education Subcommittee members. It will simply ensure that the most relevant product is developed and delivered to a tailored audience.

## Education Subcommittee Meeting Notes – January 18, 2017

**January 18, 2017**

### **Education Subcommittee Meeting**

2:00 PM – 3:00 PM

**Subcommittee Members in Attendance:**

- Cecil Marquart
- Amy Moser
- Dannell Thomas
- Nina Saint
- Russell Henk
- Lisa Robinson
- Mark Busbee
- Liz De La Garza (substitute for Hope Lochridge)
- Sarah Hammond (Task Force Administration)

Before the meeting, Dannell emailed two documents: (1) TEKS chart, where members can input program information, and (2) TEKS Objectives.

Liz stated that they have a K-12 curriculum that is designed to be used in the classroom. Given the limited amount of time in a classroom, teachers are under pressure to use only programs that are connected to TEKS. Many of their programs are related to reading/writing (English) TEKS and social studies TEKS. In order to get teachers to use these, they provide teacher trainings in the summer.

Dannell reminded everyone that the developed booklet needs to be something that is easy to read and accessible. The subcommittee must look at reigning in all the information that it has, but yet speaks to everyone. It was suggested that the once developed, the booklet may need to be updated every couple of years.

To that end, there was some discussion on adding programs to the evidence-based list, including TDADAP. The subcommittee must address and set what the program inclusion criteria will be for programs featured in the evidence-based section, and any other program that is featured in the book.

It was suggested and agreed upon by other members that the booklet should include a broader scope than just K-12.

It was discussed that Health classes are electives, and that it would be beneficial to use English Language Arts and Reading Texas Essential Knowledge and Skills (ELAR TEKS) and social studies and physical education because those areas are already mandated, so teachers need programs that fall within these areas.

Russell is in the process of compiling a variety of data related to program impact and outcomes for their efforts within the Youth Transportation program at TTI (Teens in the Driver Seat, etc.). Once completed, he will send this draft along to the subcommittee members. Russell will have materials to Paige by the end of February.

Cecil will submit an overview of drug assessment training that will be included.

Liz explained how her group (Driving on the Right Side of the Road through Texas Municipal Courts Education Center) works to speak with educators/administrators in school to promote their material.

## Education Subcommittee Meeting Notes – January 18, 2017

Debra indicated that her group was not putting any new legislation in this year but would be tracking all bills related to interlock.

Nicole suggested that her team is better suited to do an analysis of marijuana and youth drinking bills, than to track them so Clay will keep an eye out and pass them on if they appear. She also informed the group that there has recently been talk in the state about funding needs to be provided for CPS, and Texans Standing Tall is closely watching this and how it may be related, or affected by excise tax legislation.

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# Appendix G. 2017 Texas Impaired Driving Forum Agenda

## 2017 Texas Impaired Driving Forum

April 26, 2017 • Norris Conference Center  
2525 W. Anderson Lane, Suite 365 • Austin, Texas 78757

<b>8:30 – 9:00 AM</b>	<b>Registration</b>						
<b>9:00 – 9:20 AM</b>	<table border="0" style="width: 100%;"> <tr> <td style="background-color: #003366; color: white;"><b>Welcome / Opening Session</b></td> <td style="background-color: #003366; color: white; text-align: right;"><b>RED OAK BALLROOM</b></td> </tr> </table> <p><b>Frank Saenz</b>, Alcohol and Other Drugs Program Manager, Texas Department of Transportation <b>Troy Walden</b>, Director of the Center for Alcohol and Drug Education Studies, Texas A&amp;M Transportation Institute</p>	<b>Welcome / Opening Session</b>	<b>RED OAK BALLROOM</b>				
<b>Welcome / Opening Session</b>	<b>RED OAK BALLROOM</b>						
<b>9:20 – 9:40 AM</b>	<p><b>NHTSA Update</b> <b>Sam Sinclair</b>, Program Manager – Region 6, National Highway Traffic Safety Administration This presentation will include an update on national impaired driving initiatives, as well as an update on impaired driving activities in other Region 6 states.</p>						
<b>9:40 – 10:00 AM</b>	<p><b>Impaired Driving: A Data Snapshot</b> <b>Paige Ericson-Grabner</b>, Assistant Transportation Researcher, Texas A&amp;M Transportation Institute This presentation will provide a snapshot of 2016 impaired driving crash data in Texas.</p>						
<b>10:00 – 10:15 AM</b>	<b>Break</b>						
<b>10:15 – 11:45 AM</b>	<table border="0" style="width: 100%;"> <tr> <td colspan="2"><b>CONCURRENT BREAKOUT SESSION #1</b></td> </tr> <tr> <td style="background-color: #006633; color: white;"><b>Drug Track</b></td> <td style="background-color: #006633; color: white; text-align: right;"><b>MAGNOLIA ROOM</b></td> </tr> </table> <p><b>Effects of Drugs on Human Performance and Driving</b> <b>Don Egdorf</b>, Police Officer, Houston Police Department A Drug Recognition Expert (DRE) is a police officer trained to recognize impairment in drivers under the influence of drugs other than, or in addition to, alcohol. A DRE is skilled in detecting and identifying persons under the influence of drugs and in identifying the category or categories of drugs causing the impairment. This presentation will focus on the effects of drugs on human performance and the resulting effects it has on motor vehicle operation as told through the experiences of a DRE instructor.</p> <table border="0" style="width: 100%;"> <tr> <td style="background-color: #800000; color: white;"><b>Alcohol Track</b></td> <td style="background-color: #800000; color: white; text-align: right;"><b>RED OAK BALLROOM</b></td> </tr> </table> <p><b>After the Crash: Injuries Sustained from DWI Crashes</b> <b>Jayson D. Aydelotte, M.D., FACS</b>, General Surgeon, University Medical Center at Brackenridge This presentation will address some of the most common injuries from DWI crashes. The presenter will also discuss variance in patient outcomes from DWI and non-DWI crashes.</p> <p><b>Regional Impaired Driving Challenges: A Multi-Stakeholder Perspective</b> <b>Jessica Frazier</b>, Assistant District Attorney, Bexar County District Attorney's Office <b>David Hodges</b>, Visiting Judge <b>Michael Jennings</b>, Detective, Austin Police Department <b>Richard Mabe</b>, Detective, Austin Police Department <b>Karen Peoples</b>, Traffic Safety Specialist – Lubbock District, Texas Department of Transportation This panel of experts will share some of the regional challenges they've faced in combatting impaired driving and then discuss ways that their organizations are addressing those challenges. The panel will also discuss how each of their roles are impacted by the roles of their fellow panel members, and how each role plays a part in reducing impaired driving on Texas roadways.</p>	<b>CONCURRENT BREAKOUT SESSION #1</b>		<b>Drug Track</b>	<b>MAGNOLIA ROOM</b>	<b>Alcohol Track</b>	<b>RED OAK BALLROOM</b>
<b>CONCURRENT BREAKOUT SESSION #1</b>							
<b>Drug Track</b>	<b>MAGNOLIA ROOM</b>						
<b>Alcohol Track</b>	<b>RED OAK BALLROOM</b>						



2017 Texas Impaired Driving Forum Agenda – April 26, 2017

# 2017 Texas Impaired Driving Forum

April 26, 2017 • Norris Conference Center  
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**11:45 – 12:45 PM**      **Luncheon and Keynote Address**      **RED OAK BALLROOM**  
 Brigadier General Joe E. Ramirez, Jr., Texas A&M University

**12:45 – 1:00 PM**      **Break**

**1:00 – 2:30 PM**      **CONCURRENT BREAKOUT SESSION #2**      **RED OAK BALLROOM**

**Drug Track**

**Legalized Recreational Marijuana in Other States: What Does it Mean for Texas?**  
**Jennifer Knudsen**, Traffic Safety Resource Prosecutor, Colorado District Attorneys' Council  
**Courtney Popp**, Traffic Safety Resource Prosecutor & Legal Advisor, King County (WA) Sheriff's Office  
**Suzie Price**, Senior Deputy District Attorney, Orange County (CA) District Attorney's Office  
 Marijuana is the most commonly detected non-alcohol drug in drivers. The states of Colorado, Washington, and California have recently legalized recreational marijuana. In this panel, prosecutors from states where recreational marijuana has been legalized will discuss some of their experiences and challenges in prosecuting drug-impaired driving cases, and how it has impacted adjudication of these cases. The panel will also discuss what lessons Texas can learn from their experiences, so Texas can be better prepared should recreational marijuana become legalized in the State.

**Alcohol Track**      **MAGNOLIA ROOM**

**The "Ins and Outs" of Supervising DWI Offenders**  
**Bill Hill**, Staff Development Supervisor, Williamson County Community Supervision and Corrections Department (CSCD)  
 This presentation will discuss "best practices" for Community Supervision and Corrections Departments and probation officers. This information is intended to better assist probation officers by providing practical information on monitoring practices. The information is also intended for those stakeholders wanting to learn more information about what probation officers can and cannot do in terms of monitoring offenders.

**DWI Monitoring and Technology**  
**Debra Coffey**, Vice President – Government Affairs, Smart Start, Inc.  
 An ignition interlock is an electronic device wired into the ignition system of a vehicle which requires the user to pass a breath alcohol test in order to start the vehicle. This presentation will discuss interlock technical standards, device features, and how this technology is used to monitor DWI offenders. The presenter will also share future technologies and applications, alternative alcohol monitoring technology such as SCRAM and IN HOM, and advances in drug testing through intelligent fingerprint.

**Treatment for DWI Offenders: What's Being Done?**  
**Cynthia Humphrey**, Executive Director, Association of Substance Abuse Programs  
 This presentation will provide a general perspective on screening, assessment, and treatment of DWI offenders. The presenter will discuss what's working and not working in terms of screening and treatment, and how to help this population move forward.



## 2017 Texas Impaired Driving Forum Agenda – April 26, 2017

# 2017 Texas Impaired Driving Forum

April 26, 2017 • Norris Conference Center  
2525 W. Anderson Lane, Suite 365 • Austin, Texas 78757

2:30 – 2:45 PM

Break

2:45 – 3:40 PM

CONCURRENT BREAKOUT SESSION #3

Drug Track

RED OAK BALLROOM

### Marijuana: Where do Texans Stand?

**Jena Prescott**, Assistant Transportation Researcher, Texas A&M Transportation Institute

As the country moves towards relaxed marijuana use and possession laws, more knowledge is needed to fully grasp the impact of marijuana use on traffic safety. This presentation will provide preliminary results from a survey that investigated the current attitudes of Texans on marijuana use.

### More than Alcohol: A Look at “Other Drugs” Contributing to the DWI Safety Challenge

**Jake Nelson**, Traffic Safety Advocacy and Research Director, AAA

This presentation will discuss national over-the-counter and prescription drugs use and trends, and how over-the-counter and prescription drugs impact driving. The presenter will also discuss countermeasures to reduce drug-impaired driving.

Alcohol Track

MAGNOLIA ROOM

### Are Texans Using Transportation Network Companies (TNCs)?

**Eva Shipp**, Research Scientist, Texas A&M Transportation Institute

Companies such as Uber and Lyft represent a rapidly growing segment of the transportation industry. This type of on-demand service could be useful for reducing the number of instances when people choose to drive after drinking alcohol or using other drugs. The presenter will discuss results from a project that looked at why people currently choose to use TNCs instead of driving after drinking, what factors might keep people from using TNCs, and what factors may incentivize others to use TNCs.

### Public Transit’s Role in Reducing Impaired Driving

**John Jones**, Sergeant, Capital Metro

This presentation will focus on several initiatives that Capital Metro has launched in order to reduce impaired driving in the city of Austin, including E-Bus. E-Bus is a late night service that picks up passengers from University of Texas campus with drop-offs and pick-ups in Austin’s entertainment district. E-Bus provides a safe alternative to driving to and from 6<sup>th</sup> street during weekend evenings.

3:40 – 3:45 PM

Break

3:45 – 4:00 PM

Closing Plenary Session

RED OAK BALLROOM

**Troy Walden**, Director of the Center for Alcohol and Drug Education Studies, Texas A&M Transportation Institute



## Appendix H. FY 2017 Txdot Alcohol and Other Drugs Program Area Projects

Organization	Project Title	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Bexar County District Attorney's Office	Bexar County No-Refusal Initiative	X				X																X	X
Collin County District Attorney's Office	DWI No-Refusal Mandatory Blood Draw Program			X			X															X	X
Education Service Center - Region 6	Alcohol Drug and Safety Training Education Program AD-A-STEP for Life	X																	X				X
Harris County District Attorney	Search Warrants Stop Impaired Drivers: Harris County District Attorney's Office No Refusal Program			X			X															X	X
Hillcrest Baptist Medical Center - Hillcrest	Texas Reality Education for Drivers (RED) Program	X										X	X						X				X
Montgomery County District Attorney's Office	Search Warrants Stop Intoxicated Drivers: MCDAO No-Refusal Program			X			X															X	X
Mothers Against Drunk Driving	Take The Wheel - Bexar County	X																X	X			X	X
Mothers Against Drunk Driving	Take The Wheel - Dallas, Travis, Cameron, and Hidalgo Counties	X																X	X			X	X
Mothers Against Drunk Driving	Take The Wheel - Harris and Montgomery Counties	X																X	X			X	X
Mothers Against Drunk Driving	Take The Wheel - Smith and Gregg Counties	X																X	X			X	X
Sam Houston State University	Drug Impairment Training for Texas Employers (DITTE)	X				X													X		X	X	X
Sam Houston State University	Impaired Driving Initiatives - DECP, ARIDE, and DITEP	X				X													X			X	X
Tarrant County	Tarrant County No-Refusal Program			X			X															X	X
Texans Standing Tall	Enhanced Visibility Enforcement Campaign to Reduce Underage Social Access to Alcohol and DUI	X				X												X	X				X
Texans Standing Tall	Screening and Brief Intervention for Risky Alcohol Use and Related Behavior among College Students	X									X	X							X			X	X
Texans Standing Tall	Statewide Community Coalitions Assessment to Identify Collaboration Opportunities to Prevent DUI/DWI	X																				X	X
Texans Standing Tall	Zero Alcohol for Youth Campaign and Statewide Youth Leadership Council to Reduce Impaired Driving	X																X	X				X
Texas A&M AgriLife Extension Service	Watch UR BAC Alcohol and Other Drug Awareness Program	X								X									X			X	X

Organization	Project Title	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus	
Texas A&M Transportation Institute	BAC Reporting in Texas: Improving ME Office and County Performance			X	X	X											X			X		X	X	
Texas A&M Transportation Institute	Ignition Interlock Training Program for Criminal Justice Professionals							X		X										X				
Texas A&M Transportation Institute	Marijuana and Driving: A Look at Texans Attitudes and Impact on Driving Under the Influence																			X	X		X	X
Texas A&M Transportation Institute	Peer-to-Peer Program for Decreasing Impaired Driving Among College Students	X	X									X								X			X	X
Texas A&M Transportation Institute	Statewide Impaired Driving Task Force, Plan, Forum, and Technical Assistance	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Texas Alcoholic Beverage Commission	TABC Marketing Practices Educational Project	X																		X			X	X
Texas Association of Counties	County Judges Impaired Driving Liaison Project							X												X				
Texas Center for the Judiciary	Texas Judicial Resource Liaison and Impaired Driving Judicial Education							X	X	X	X									X			X	X
Texas Department of Public Safety	Evidential Breath and Blood Alcohol Testing				X								X										X	X
Texas Department of Public Safety	Match – DPS Trooper Salaries				X																			
Texas Department of Transportation	Christmas and New Year Holiday Mobilization Incentive Grants	X										X								X			X	X
Texas Department of Transportation	Impaired Driving Media Campaign	X		X	X							X											X	X
Texas Department of Transportation	Impaired Driving Mobilization Grants	X		X	X							X											X	X
Texas Department of Transportation	Labor Day Impaired Driving Mobilization Incentive Grants	X		X	X							X											X	X
Texas Department of Transportation	Project Celebration	X										X								X				X
Texas Department of Transportation	Step DWI	X		X																X				
Texas Department of Transportation	STEP WAVE DWI	X		X																X				
Texas District and County Attorneys Association	DWI Resource Prosecutor					X	X			X										X			X	X

Organization	Project Title	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus	
Texas Justice Court Training Center	Texas Justice Court Traffic Safety Initiative							X											X			X	X	
Texas Municipal Courts Education Center	Municipal Traffic Safety Initiatives	X					X	X		X										X			X	X
Texas Municipal Police Association	Fundamentals of Driving While Intoxicated (DWI) Investigation & Enforcement Training Program					X														X				
Texas Municipal Police Association	Law Enforcement Training to Reduce Impaired Driving by People Under 21	X				X														X			X	X
Texas Municipal Police Association	Texas Standardized Field Sobriety Testing Refresher, Practitioner, and Instructor Training Program					X														X			X	X
Travis County Attorney's UDPP	Comprehensive Underage Drinking Prevention Program	X		X			X													X				X
University of Houston - Downtown	Standardized Field Sobriety Testing/Blood Warrants/Mobile Video Updates					X														X			X	X

## Appendix I. Local and Statewide Traffic Safety Coalitions

TxDOT District	TxDOT TSS	Coalition Name	Coalition Contact	Contact Phone	Contact Email
Abilene	Jill Christie	D.R.I.V.E. (Decisions, Responsibilities, Initiatives, and Education) Safe Coalition	Jill Christie	325-676-6808	jill.christie@txdot.gov
		Taylor Alliance for Prevention	Jacob Weckwerth	325-673-2242 ex. 122	jacob.weckwerth@arcadatx.org
Atlanta	Irene Webster	Harrison County Community Coalition	Paula Vance	903-702-0062	pvance@etcada.com
		NE Texas Traffic Safety Coalition	Irene Webster	903-799-1221	irene.webster@txdot.gov
		NextStep	Susan Anderson	903-939-9010	susan.anderson@nextstepcsi.com
		Panola County Coalition	Monica Ingram	903-407-5812	mingram@etcada.com
Austin	Lisa Johnson Jude Schexnyder	Crossroads Coalition	Lisa Johnson Jude Schexnyder	512-832-7243 512-832-7035	isa.johnson2@txdot.gov jude.schexnyder@txdot.gov
		Texans Standing Tall	Nicole Holt	512-442-7501	tst@TexansStandingTall.org
Beaumont	Bridgett Hlavinka	Drive Smart Southeast Texas	Bridgett Hlavinka	409-898-5719	bridgett.hlavinka@txdot.gov
Brownwood	Jeanni Luckey	DRIVERS Coalition	Jeanni Luckey	325-643-0403	jeanni.luckey@txdot.gov
Bryan	Terri Miller	Brazos Valley Injury Prevention Coalition	Cindy Kovar	979-862-1921	cmkovar@ag.tamu.edu
		Brazos Valley Council on Alcohol and Substance Abuse in Bryan/ College Station	Bill Roberts	979-846-3560	broberts@bvca.org
		Coalition for Alcohol Responsible Education (CARE)	Jessica M. Paul	979-361-5757	jpaul@brazoscountytexas.gov
		Law Enforcement Advisory Group	Laura Dean-Mooney	979-862-1911	ldmooney@ag.tamu.edu
Corpus Christi	Stephanie Christina	Coastal Bend Teen Safe Driving Coalition	Stephanie Christina	361-808-2381	stephanie.christina@txdot.gov
		Safe Communities Coalition	Dr. Phil Rhoades	361-825-2551	safe.communities@tamucc.edu
		Coastal Bend Youth Alcohol Awareness	Felicia Powell	361-694-4030	felicia.powell@dchstx.org
		I-ADAPT (TAMUCC)	Delaney Foster	361-825-3925	delaney.foster@tamucc.edu
		Project Hope	Tiffany Collie	361-814-2001	tiffanyc@cbwellness.org
		Community Coalition Partnerships	Donine Schwartz	361-854-9199	dschwartz@coada-cb.org
Dallas	Bernadine Moore Robert White	Citizens for Traffic Safety	Carrie Nie	214-590-4455	carrie.nie@phhs.org
		DalTaSC	Bernadine Moore Robert White	214-320-6220 214-320-6235	bernadine.moore@txdot.gov robert.white@txdot.gov
		DWI Task Force	Linda Baker	214-653-6670	lbaker@dallascounty.org
El Paso	Monica O'Kane	Safety Traffic Regional Operations Networking Group (STRONG)	Monica O'Kane	915-790-4384	monica.okane@txdot.gov
Ft. Worth	Sedrick Montgomery	Fort Worth Area Coalition for Traffic Safety (F.A.C.T.S.) Coalition	Sedrick Montgomery	817-370-6643	sedrick.montgomery@txdot.gov
Houston	Olga Navarro	Houston Injury Data Coalition	Olga Navarro	713-802-5177	olga.navarro@txdot.gov

TxDOT District	TxDOT TSS	Coalition Name	Coalition Contact	Contact Phone	Contact Email
Laredo	Blanca Trevino-Castro	Laredo/Webb Traffic Safety Coalition	Blanca Trevino-Castro	956-712-7408	Blanca.Trevinocastro@txdot.gov
		Webb County Community Coalition of SCAN	Veronica Jimenez	956-724-3177	Veronica.jimenez@scan-inc.org
		AHEC-Area Health Education Center	Vicky Flores	956-712-0037	vflores@mrgbahec.org
Lubbock	Karen Peoples	Hockley County VOICES Coalition	Sip Gutierrez	806-317-6132	VOICEScoalition@hotmail.com
		Injury Prevention Coalition of the South Plains	Karen Slay	806-745-5428	kidsarentcargo@swbell.net
		Lubbock County VOICES Coalition	Teresa Alvarado	806-766-0307	talvarado@STARCARELubbock.org
		Lubbock County Youth Alcohol Coalition	Karen Peoples Teresa Alvarado	806-748-4478	karen.peoples@txdot.gov
Lufkin	Allison Rounsavall	Group United Against Roadway Deaths (GUARD)	Allison Rounsavall	936-633-4315	allison.rounsavall@txdot.gov
		Nacogdoches CAN (Community and Neighbors)	Peggy Muckelroy	936-569-1445	pmuckelroy@adacdet.org
		The Coalition	Janet Taylor	936-634-9308	jtaylor@angelinacoalition.org
Odessa	Robert Martinez	The Permian Basin Regional Council on Alcohol & Drug Abuse	Laurie Marquez	432-580-5100	lmarquez@pbrcada.org
		Permian Road Safety Coalition	Dolores Vick	432-687-7164	dvick@chevron.com
Pharr	Ruby Martinez	Rio Grande Valley Traffic Safety Coalition	Ruby Martinez	956-782-2508	ruby.martinez@txdot.gov
San Angelo	Mona Lisa Zertuche	Concho Valley Traffic Safety Coalition	Mona Lisa Zertuche	325-947-9219	monalisa.zertuche@txdot.gov
San Antonio	Robbi Smith	Traffic Jam Coalition	Robbi Smith	210-731-5219	robbi.smith@txdot.gov
Tyler	Heather Singleton	Pay Attention East Texas (PAET)	Wanda Ealey	903-510-9225	heather.singleton@txdot.gov
Waco	Debbie Tahiri	Hill County Substance Abuse Coalition (HCYSAC)	Tina Lincoln	254-582-9553	tinalincoln@gmail.com
		Teen Safe Driving Coalition	Patricia Gaffney	817-798-2082	pgaff@flash.net
		Voices Against Substance Abuse (VASA)	Stephanie Drum	254-741-9222	sdrum@voiceinc.org
		Waco District Coalition	Debbie Tahiri	254-967-2752	debbie.tahiri@txdot.gov
Yoakum	Vacant	Golden Crescent Traffic and Safety Coalition	Vacant	361-293-4307	

*\*The above listed traffic safety coalitions may also include other highway safety priorities (motorcycle safety, child passenger safety, etc.), but they all include at least one focus on impaired driving.*

## Appendix J. Member Approval Forms



### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

---

I, W Clay Abbott, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by W Clay Abbott  
Date: 2017.06.26 11:58:48 -05'00'

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:  Date:

Agency/Organization:  Position/Title:

I, Richard Alpert, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Jason Arnold

Date: 2017-06-12 14:54:47

Agency/Organization: College Station Police Department

Position/Title: Police Officer

I, Jason Arnold, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Phillip G. Ayala

Date: 2017-06-27 09:36:05

Agency/Organization: Texas Department of Public Safety

Position/Title: Major

I, Phillip G. Ayala, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Phillip G. Ayala** Digitally signed by Phillip G. Ayala  
Date: 2017.06.22 12:51:38 -05'00'

Print Form

Submit by E-mail





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Bobbi Brooks, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Bobbi Brooks  
Date: 2017.06.16 12:41:06 -05'00'





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

---

I, Mark Busbee, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Mark Busbee  
Date: 2017.06.15 14:06:48 -05'00'





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Mindy Carroll

Date: 2017-06-27 09:37:01

Agency/Organization: Texas Alcoholic Beverage Commission

Position/Title: Director Education and Prevention

I, Mindy Carroll, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Mindy Carroll

Digitally signed by Mindy Carroll  
DN: cn=Mindy Carroll, ou=TABC, ou=EPD,  
email=mindy.carroll@tabc.texas.gov, c=US  
Date: 2017.06.22 10:57:32 -0500

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:  Date:

Agency/Organization:  Position/Title:

I, Debra Coffey, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Laura Dean-Mooney, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Laura Dean-Mooney  
DN: cn=Laura Dean-Mooney, o=Texas A&M AgrLife Extension Service,  
ou=FCI\_email, email=ldmooney@ag.tamu.edu, c=US  
Date: 2017.06.16 08:57:42 -0500





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:  Date:

Agency/Organization:  Position/Title:

I, Holly Doran, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Holly Doran  
DN: cn=Holly Doran, o=TCL, ou, email=hollyd@courthonor.com, c=US  
Date: 2017.06.19 10:54:25 -05'00'





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, David Dorman, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by David Dorman  
Date: 2017.06.22 12:00:28 -05'00'

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

---

I, Tyler Dunman, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Tyler Dunman  
Date: 2017.06.16 07:55:03 -05'00'





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Don Egdorf, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

No changed needed that I see...

Electronic Signature:  Digitally signed by Don Egdorf  
DN: cn=Don Egdorf, o=Houston Police Department, ou=DWI Task Force,  
email=donald.egdorf@houstonpolice.org, c=US  
Date: 2017.06.19 13:53:57 -0500

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Paige Ericson-Graber

Date: 2017-06-27 09:37:59

Agency/Organization: Texas A&M Transportation Institute

Position/Title: Assistant Transportation Researcher

I, Paige Ericson-Graber, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Paige Ericson-Graber** Digitally signed by Paige Ericson-Graber  
Date: 2017.06.19 10:34:49 -05'00'

Print Form

Submit by E-mail





## FY 2017 Texas Impaired Driving Plan Approval Form

Name: Jonathan Graber

Date: 2017-06-27 09:38:07

Agency/Organization: TTI

Position/Title: Associate Transportation Researcher

I, Jonathan Graber, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Jonathan Graber Digitally signed by Jonathan Graber  
Date: 2017.06.15 09:47:55 -05'00'

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:  Date:

Agency/Organization:  Position/Title:

I, Jaime Gutierrez, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Kevin L. Harris, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Kevin L. Harris  
Date: 2017.06.13 11:02:20 -05'00'

[Print Form](#)

[Submit by E-mail](#)





**FY 2017 Texas Impaired Driving Plan Approval Form**

Name: RUSSELL H. HENK

Date: 2017-06-12 14:54:47

Agency/Organization: TTI

Position/Title: PROGRAM MANAGER

I, RUSSELL H. HENK, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: 

[Print Form](#)

[Submit by E-mail](#)





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Nicole Holt, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

---

I, Cynthia Hummphrey, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Michael Jennings

Date: 2017-06-12 14:54:47

Agency/Organization: Austin Police Department

Position/Title: Detective

I, Michael Jennings, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: 

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

---

I, Todd Jermstad, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Yoon Kim, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Dr. Jim Kuboviak, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Jim Kuboviak  
Date: 2017.06.12 17:26:49 -05'00'

[Print Form](#)

[Submit by E-mail](#)





## FY 2017 Texas Impaired Driving Plan Approval Form

Name: Hope Lochridge

Date: 2017-06-27 09:39:54

Agency/Organization: Texas Municipal Courts Education Center

Position/Title: Executive Director

I, Hope Lochridge, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Hope Lochridge Digitally signed by Hope Lochridge  
Date: 2017.06.16 11:33:08 -05'00'

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: RICHARD MABE

Date: 2017-06-27 09:40:00

Agency/Organization: AUSTIN POLICE DEPARTMENT

Position/Title: DETECTIVE

I, RICHARD MABE, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Richard Mabe**  
Digitally signed by Richard Mabe  
DN: cn=Richard Mabe, o=Austin Police Department, ou=Highway Enforcement  
Command - DMU Unit, email=richard.mabe@austintexas.gov, ou=US  
Date: 2017.06.13 10:04:22 -0500

Print Form

Submit by E-mail





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Cecelia P. Marquart, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Cecelia P Marquart  
Date: 2017.06.24 18:14:05 -05'00'

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Dottie McDonald, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Dottie McDonald  
DN: cn=Dottie McDonald, o=Smart Start, ou=JSL,  
email=dmcdonald@smartstartinc.com, c=US  
Date: 2017.06.19 10:36:36 -0500





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, David McGarah, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Ned Minevitz, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

[Print Form](#)

[Submit by E-mail](#)





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Lisa Minjares-Kyle, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Lisa Minjares-Kyle  
Date: 2017.06.21 09:17:42 -05'00'

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

---

I, Amy Moser, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Amy Moser  
Date: 2017.06.26 12:01:55 -05'00'





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Anna K Mudd, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by anna.mudd@dps.texas.gov  
DN: cn=anna.mudd@dps.texas.gov  
Date: 2017.06.19 17:33:53 -0500





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Charles Ortiz

Date: 2017-06-15 16:14:53

Agency/Organization: Texas LEADRS

Position/Title: Program Manager

I, Charles Ortiz, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: 

Print Form

Submit by E-mail





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, David Palmer, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

None.

Electronic Signature:  Digitally signed by David Palmer  
DN: cn=David Palmer, ou=Texas Department of Public Safety, ou=Texas Highway Patrol, email=David.Palmer@dps.texas.gov, c=US  
Date: 2017.06.22 13:48:41 -0500

[Print Form](#)

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### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Terry Pence

Date: 2017-06-27 09:41:08

Agency/Organization: Texas Department of Transportation

Position/Title: Traffic Safety Director

I, Terry Pence, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Terry A. Pence

Digitally signed by Terry A. Pence  
DN: cn=Terry A. Pence, o=Texas Department of Transportation, ou=TRF-TS,  
email=terry.pence@txdot.gov, c=US  
Date: 2017.06.18 21:37:06 -0500

Print Form

Submit by E-mail





## FY 2017 Texas Impaired Driving Plan Approval Form

Name: Jena Prescott

Date: 2017-06-27 09:41:14

Agency/Organization: Texas A&M Transportation Institute

Position/Title: Assistant Transportation Researcher

I, Jena Prescott, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Jena Prescott Digitally signed by Jena Prescott  
Date: 2017.06.14 09:27:39 -05'00'

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Susan Redford, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Susan Redford  
DN: cn=Susan Redford, o=Texas Association of Counties, ou,  
email=susan@county.org, c=US  
Date: 2017.06.16 11:38:47 -0500





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Sherri Robelia

Date: 2017-06-27 09:41:26

Agency/Organization: TxOT

Position/Title: Program Manager

I, Sherri Robelia, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Sherri Robelia

Digitally signed by Sherri Robelia  
DN: cn=Sherri Robelia, o=Texas Department of Transportation, ou=Traffic  
Safety, email=sherri.robelia@txdot.gov, c=US  
Date: 2017.06.19 10:19:47 -0500

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Lisa Robinson, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Shalandra Rogers, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Shalandra Rogers  
DN: cn=Shalandra Rogers, ou=Texas Department of Transportation, ou=email=shalandra.rogers@txdot.gov, c=US  
Date: 2017.06.13 14:02:21 -0500'

[Print Form](#)

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### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Frank Saenz, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Frank Saenz  
DN: cn=Frank Saenz, o=TxDOT, ou=Traffic Operations,  
email=frank.saenz@txdot.gov, c=US  
Date: 2017.06.15 07:56:40 -0500





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:  Date:

Agency/Organization:  Position/Title:

I, Nina Jo Saint, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

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### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Randall L. Sarosdy, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

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## FY 2017 Texas Impaired Driving Plan Approval Form

Name: Jude Schexnyder

Date: 2017-06-27 09:42:01

Agency/Organization: TxDOT

Position/Title: Traffic Safety Specialist

I, Jude Schexnyder, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Rowan J. Schexnyder**  
Digitally signed by Rowan J. Schexnyder  
DN: cn=Rowan J. Schexnyder, ou=Traffic Safety, ou=TRF-TS,  
email=rjude.schexnyder@txdot.gov, c=US  
Date: 2017.06.15 16:51:26 -0500

Print Form

Submit by E-mail





FY 2017 Texas Impaired Driving Plan Approval Form

Name: Gloria Souhani

Date: 2017-06-16 09:30:01

Agency/Organization: Travis County Underage Drinking Prevention Program

Position/Title: Director

I, Gloria Souhani, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
I do not approve of the Texas Impaired Driving Plan.

Explanation:

Empty box for explanation text.

Electronic Signature: Gloria Souhani

Print Form

Submit by E-mail





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Doug Stratton, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Douglas C Stratton  
Date: 2017.06.15 16:07:43 -05'00'

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### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

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I, Jay Tedder, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Date:





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Dannell Thomas, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Dannell Thomas  
DN: cn=Dannell Thomas, o=Region 6 Education Service Center, ou=Safety  
Education and Training, email=dthomas@esc6.net, c=US  
Date: 2017.06.22 15:05:41 -0500





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Kara Thorp

Date: 2017-06-19 10:49:48

Agency/Organization: AAA Texas

Position/Title: Public Affairs Specialist

I, Kara Thorp, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: Kara Thorp 6/19/17

Print Form

Submit by E-mail





### FY 2017 Texas Impaired Driving Plan Approval Form

Name: TRUY WALDEN

Date: 2017-06-20 08:36:55

Agency/Organization: TTI - CAOES

Position/Title: Director

I, TRUY WALDEN, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: 

[Print Form](#)

[Submit by E-mail](#)





### FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Beth Wammack, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:  Digitally signed by Beth Wammack  
DN: cn=Beth Wammack, o=Beth Wammack, ou=Beth Wammack,  
email=bbwammack@gdc-co.com, c=US  
Date: 2017.06.15 16:10:56 -0500





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

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I, Laura A. Weiser, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.  
 I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:

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### FY 2017 Texas Impaired Driving Plan Approval Form

Name: Missy (McCann) Williams

Date: 2017-06-27 09:42:48

Agency/Organization: Texas SFST Program (TMPA)

Position/Title: Program Services Specialist

I, Missy Williams, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature: **Missy Williams**  
Digitally signed by Missy Williams  
DN: cn=Missy Williams, o=TMPA, ou=Texas SFST,  
email=missy.mccann@trpa.org, c=US  
Date: 2017.06.19 12:26:45 -0500

Print Form

Submit by E-mail





## FY 2017 Texas Impaired Driving Plan Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

I, Dan Worley, am a member of the Texas Impaired Driving Task Force. I have read and reviewed the Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

- I approve of the Texas Impaired Driving Plan.
- I do not approve of the Texas Impaired Driving Plan.

Explanation:

Electronic Signature:



