



2018 IMPAIRED TEXAS 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.



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To Whom It May Concern:

Every year, over 1,000 people die in impaired driving crashes on Texas roads. In fact, approximately one-third of all motor vehicle fatalities in Texas are impaired driving crashes. When it comes to impaired driving crashes in Texas, we can, and we must, do better.

The Texas Impaired Driving Task Force (TIDTF) is dedicated to eliminating injury and death caused impaired driving in Texas. The TIDTF serves in an advisor and strategic capacity to not only identify specific problems associated with the impaired driving safety challenge but to also identify strategies and countermeasures that will help drive solutions.

In accordance with FAST Act, a qualifying criteria for Section 405(d) Impaired Driving Countermeasure grant funding for mid-range states is to submit a statewide impaired driving plan developed and approved by a statewide impaired driving task force. Texas is considered a mid-range state. To that end, the TIDTF has developed and approved the FY 2018 Texas Impaired Driving Plan. The following FY 2018 Plan is the sixth iteration of the plan.

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 TIDTF. The FY 2018 Texas 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
Texas Department of Transportation

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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Introduction

Executive Summary

Impaired driving continues to be a significant issue in the State of Texas. Each year since 2010, nearly 1 in 3 roadway fatalities in Texas has involved impaired driving. While the percentage of motor vehicle fatalities that result from impaired driving has been decreasing over the same time period, Texas must continue to seek innovative and evidence-based solutions to address the impaired driving safety challenge.

The Texas Impaired Driving Task Force (TIDTF) is committed to eliminating injury and death caused by impaired driving in Texas. One of the primary responsibilities of the TIDTF is update and maintain the Texas Impaired Driving Plan. The Texas Impaired Driving Plan is intended to specifically support and inform the Texas Department of Transportation's (TxDOT) Alcohol and Other Drug Countermeasures Program. The Texas Impaired Driving Plan was developed based on the requirements of FAST Act Section 405(D) and the National Highway Traffic Safety Administration's (NHTSA) Uniform Guidelines for State Highway Safety Programs – No. 8.

The Texas Impaired Driving Plan is the roadmap the TIDTF will follow to achieve its mission. The TIDTF maintains, updates, and approves the Texas Impaired Driving Plan annually. Among other priorities, the Texas Impaired Driving Plan includes a record of the progress made toward implementing recommendations from the 2015 Impaired Driving Technical Assessment for Texas. The technical assessment was convened by NHTSA. A comprehensive list of the recommendations from the technical assessment are listed in Appendix A.

Impaired driving continues to be a significant issue in the State of Texas.

The mission of the TIDTF is to eliminate injury and death caused by impaired driving in Texas.

Texas Impaired Driving Task Force (TIDTF)

What began in 2005 as a loosely structured meeting with representatives primarily from enforcement, training, and the Texas Department of Transportation (TxDOT) has evolved over the past decade into the multifaceted representation of individuals and organizations that now compose the Texas Impaired Driving Task Force (TIDTF). Today the TIDTF consists of 48 members which includes traditional and non-traditional leaders from organizations with a keen interest in addressing the impaired driving problem in Texas.

The mission of the TIDTF is to eliminate injury and death caused by impaired driving in Texas. The State – and more specifically the TIDTF – use education, encouragement, enforcement, engineering, emergency response, and evaluation to develop strategies for addressing identified problems and targeted groups. To ensure 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 Texas Impaired Driving Plan (hereafter referred to as the Plan). More information about the Plan is found in a subsequent section).

The TIDTF receives funding and support through a TxDOT traffic safety grant; the Texas A&M Transportation Institute (TTI) currently administers the grant in coordination with TxDOT.

Charter

The TIDTF has formally been established for several years; during this time, it has operated under an informal set of policies and procedures. However, as the TIDTF has grown and evolved over the years, it became necessary to develop a formal charter to clearly communicate expectations and responsibilities. In February 2018, the TIDTF voted to approve its charter. A copy of the approved charter is in Appendix B.

Membership

Serving on the TIDTF is voluntary, and members are eligible to serve on the TIDTF for as long as they're able and interested. Each member is asked to review and sign an annual Letter of Commitment to reaffirm commitment to the TIDTF and its mission of eliminating impaired driving fatalities, crashes, and injuries in Texas. A copy of the Letter of Commitment is found in Appendix C.

The TIDTF membership primarily consists of subgrantees associated with the TxDOT Traffic Safety Section (TRF-TS) Alcohol and Other Drug Countermeasures Program. 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 TIDTF continually assesses weaknesses and gaps in membership expertise; if an area of the impaired driving safety problem is not reflected through current membership, then the TIDTF reaches out to leaders in the community with an invitation to join.

Member organizations include both traditional and non-traditional parties, such as highway safety enforcement, criminal justice, driver licensing, treatment, liquor law enforcement, medical and health care, advocacy, and institutions of higher education. A list of TIDTF membership by individual is in Appendix D. A list of TIDTF membership by organization and area is in Appendix E.

Meetings

The TIDTF holds two biannual in-person meetings in Austin each fiscal year (October – September). The first meeting is typically held in October – prior to the TxDOT traffic safety proposal cycle; the second meeting is held in the spring. Historically the spring meeting

has been held in April but has recently been moved to February to accommodate member schedules and other programs. Agendas, meeting notes, attendance, and other materials from these meetings are in Appendix F.

Subcommittees

In addition to the biannual in-person meetings, the TIDTF is supported by several subcommittees that meet via webinar and email continually throughout the fiscal year. Each of the subcommittees have arisen out of a need identified by the TIDTF. The subcommittees drill down into specific areas and complete work that time does not afford during the in-person meetings.

Currently, the TIDTF is supported by four subcommittees. Each subcommittee has elected a subcommittee chair or co-chair who work(s) with the TIDTF Administration to keep the larger TIDTF apprised of progress. The following represent the subcommittees and elected chairs/co-chairs:

- Education Subcommittee Co-Chairs – Dannell Thomas and Nina Saint
- Legislative Subcommittee Chair – Clay Abbott
- Awards Selection Subcommittee Co-Chairs – Lisa Robinson and Laura Dean-Mooney
- Website Subcommittee – Doug Stratton

Each subcommittee operates with a certain amount of autonomy, self-selecting the topics it will further investigate and report on back to the TIDTF. Due to the nature of certain topics, each subcommittee meets at varying frequency and meetings are determined by need. Appendix G contains notes from each of the subcommittee meetings.

Texas Impaired Driving Forum

The Texas Impaired Driving Forum is a 1-day event that is open to both 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 Texas Impaired Driving Forum is funded through and supported by the same highway safety grant that administers the TIDTF. The TIDTF provides a significant amount of input during the planning process for the Forum, including providing suggestions for guest speakers/organizations, panel topics and sessions, and members often help to secure speakers for the event. A copy of the 2018 Texas Impaired Driving Forum agenda and sign-in sheet are in Appendix H.

Texas Impaired Driving Plan

One of the main responsibilities of the TIDTF is to maintain and approve the Texas Impaired Driving Plan (hereafter referred to as the Plan) each fiscal year. The Plan is a robust guide to activities and programs Texas is using to address impaired driving in the State; it provides both strategic and operational direction for the State and TxDOT specifically in terms of reducing the impaired driving problem on Texas roadways.

Among other items, the Plan incorporates recommendations from the 2015 Impaired Driving Technical Assessment which was facilitated by NHTSA. As part of the Plan approval process each fiscal year, the TIDTF reviews each of the assessment recommendations, tracks each recommendation's status or progress toward implementation, and/or provides the context for why certain recommendations have not been progressed.

One of the main responsibilities of the TIDTF is to maintain and approve the Texas Impaired Driving Plan.



The subsequent sections of the Plan identify the impaired driving safety challenge in Texas.

The TIDTF has developed and approved the Plan in preparation for submission through Tx-DOT to NHTSA in accordance with FAST Act. The Plan was developed in accordance with and reflects all elements set forth by the National Highway Traffic Safety Administration’s (NHTSA) Uniform Guidelines for State Highway Safety Programs – No. 8. The plan is a qualifying criterion for Section 405(d) Impaired Driving Countermeasures grant funding for Mid-Range States, and Texas is in this category. Appendix K contains the actuated TIDTF member approval forms for the FY 2018 Plan.

The subsequent sections of the Plan identify the impaired driving safety challenge in Texas and examine how Texas is addressing the challenge through TxDOT’s Alcohol and Other Drug Countermeasures Program and how the program is supplemented by other existing impaired driving efforts.

As outlined by NHTSA, the Plan references each of the components a state’s impaired driving program should include and meet. These program components are:

- Program Management and Strategic Planning
- Prevention
- Criminal Justice System
 - o Laws
 - o Enforcement
 - o Publicizing High Visibility Enforcement
 - o Prosecution
 - o Administrative Sanctions and Driver Licensing Programs
- Communication Program
- Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation
- Program Evaluation and Data

At the end of each of the aforementioned program components is a listing of the 2015 NHTSA impaired driving technical assessment recommendations. Each section contains a table that details the recommendations, implementation status, and commentary or references

that are specific to each recommendation. As mentioned previously, a comprehensive listing of all recommendations from the technical assessment is in Appendix A.

Problem Identification

Impaired driving crashes include those crashes where at least one driver was identified as having been drinking, taken medication, having been under the influence of alcohol or drugs, having a blood alcohol concentration greater than zero, or having a positive drug test.

Impaired driving is the most common factor among fatal motor vehicle crashes in Texas from 2010 – 2016. In addition, the rates of alcohol-impaired fatal crashes often exceed national rates. Impaired driving has been identified as a factor for 8,301 fatal crashes (39% of all fatal motor vehicle crashes) and 13,841 serious injury crashes (15% of all serious motor vehicle crashes) from 2010 – 2016. These impaired driving crashes resulted in 9,389 fatalities (39% of all motor vehicle fatalities) and 19,495 serious injuries (17% of all motor vehicle serious injuries).

A number of potential performance measures have been identified that could be used to illustrate the impact of countermeasures and demographic changes on the number of alcohol-related fatalities. This Plan utilizes the same performance measures that TxDOT reports to NHTSA. Texas reports impaired driving-alcohol 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 1-4 below. The figures depict trends in alcohol-impaired driving fatalities using Fatality Analysis Reporting System (FARS) data from 2012–2016.



Figure 1. Alcohol-Impaired Driving Fatalities, BAC .08+, 2012-2016

As shown in Figure 1, there were 1,438 alcohol-impaired driving fatalities in 2016. Current FARS data suggests that alcohol-impaired driving fatalities are trending upward.

Impaired driving is the most common factor among fatal motor vehicle crashes in Texas from 2010 – 2016.

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

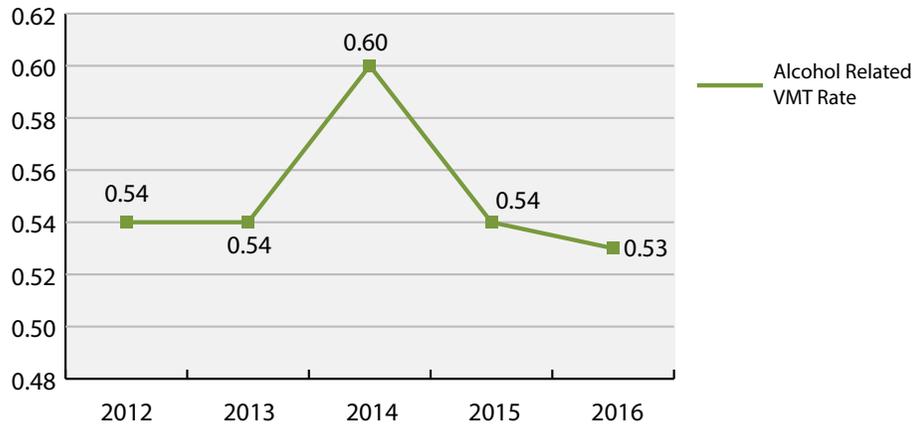


Figure 2. Alcohol-Related VMT Rate, Per VMT, 2012-2016

Figure 2 illustrates the alcohol-impaired driving fatality rate, per vehicle miles traveled (VMT) from 2012 – 2016 in Texas. Texas ranks in the top 10 states nationally for alcohol-related fatalities per 100 million VMT for 2015 (the most current year for which data is available). The year 2015 marked the ninth consecutive year Texas has ranked in the top 10 states for alcohol-related fatalities per VMT. Preliminary data indicates Texas will also be in the top 10 for 2016.

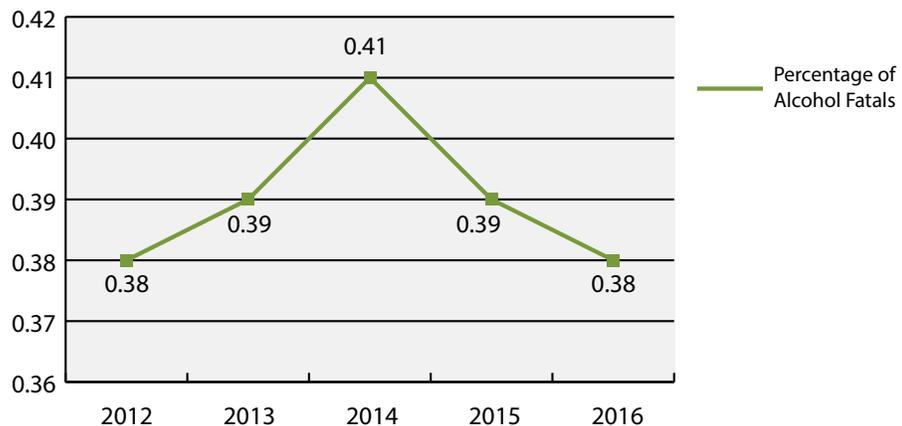


Figure 3. Percent of Alcohol-Related Driving Fatalities, 2012-2016

Figure 3 illustrates the alcohol-impaired driving fatality rate, per vehicle miles traveled from 2012 – 2016 in Texas. In 2016, 38% of traffic fatalities were alcohol-impaired fatalities. Current FARS data suggests there has been a slight downward trend in the percent of traffic fatalities that are alcohol-impaired fatalities.



Program Management and Strategic Planning

Task Forces or Commissions

The TIDTF

The TIDTF has been convened and established through a TxDOT TRF-TS grant to serve as the statewide impaired driving task force. The TIDTF fosters leadership, commitment, and coordination among stakeholders and organizations who are interested in impaired driving issues. Additional information about the TIDTF is found in a previous section.

Texas Traffic Safety Task Force

In FY 2016, the Texas Transportation Commission established the Texas Traffic Safety Task Force which includes Texas transportation and law enforcement professionals representing a wide variety of transportation-related organizations. The Texas Traffic Safety Task Force works to identify best practices, recommendations, and new ideas in an effort to reduce Texas highway fatalities, injuries, and crashes. Although the Texas Traffic Safety Task Force focuses on broader traffic safety issues, impaired driving education and enforcement are significant areas of focus. Several TIDTF members serve on the Texas Traffic Safety Task Force.

Strategic Planning

Texas Strategic Highway Safety Plan (SHSP)

The most recent strategic planning session for the Texas Traffic Safety Program addressed the period including FY 2017-2022. In cooperation with local, state, federal, and other public and private safety sector stakeholders, Texas has developed a comprehensive 2017-2022 Strategic Highway Safety Plan (SHSP). The Texas SHSP is a major component and requirement of the Highway Safety Improvement Program (23 U.S.C. § 148).

The 2017-2022 Texas SHSP is a coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads through seven emphasis areas; impaired driving is considered an emphasis area. Several members of the TIDTF serve on the Impaired Driving Emphasis Area Team and contributed to the development of that section in the SHSP. The 2017-2022 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.

The TIDTF fosters leadership, commitment, and coordination among stakeholders and organizations who are interested in impaired driving issues.

Since the SHSP’s release in FY 2017, the Impaired Driving Emphasis Area Team has continually met to review identified strategies and countermeasures and begin developing action plans. Table 1 below depicts the revised list of impaired driving strategies and countermeasures.

Table 1. Impaired Driving Strategies and Countermeasures from 2017-2022 Texas SHSP

Strategy #1: Use data systems to identify alcohol licensed and permitted locations within a community and Alcoholic Beverage Code violation history at these locations to determine any correlation with alcohol related crashes

Countermeasures and Programs	
1a	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community and Texas Alcohol Beverage Control licensing data.
1b	Track frequent driving under the influence (DUI) offenders to identify and address persons with multiple impaired driving arrests and/or crashes. Pursue more intensive interventions.
1c	Partner, where possible, with community groups and task forces to promote a comprehensive action plan to determine and address community hot spots.

Strategy #2: Increase education for all road users on the impact of impaired driving and its prevention

Countermeasures and Programs	
2a	Identify gaps in knowledge with respect to the impact of illegal behaviors (e.g., specifically prescription drugs, marijuana and substances other than alcohol) on road safety.
2b	Identify gaps in knowledge on the negative consequences of traffic violations among road users (e.g., fines, loss of license, effects of criminal record on future employment).
2c	Demonstrate to all road users the magnitude of the impact of impaired driving crashes on fatality rates by making comparisons with other causes of death (e.g., murder rate).
2d	Demonstrate to all road users the magnitude of the cost and liability exposure associated with impaired driving crashes resulting in injury and/or fatality.
2e	Educate medical professionals to inform patients of the effects of medications on the ability to drive or operate heavy machinery.
2f	Identify the gaps in knowledge of judges and prosecutors about impaired driving and provide messaging or training to close the gaps.
2g	Educate professionals making blood draws about the Blood Test law.

Strategy #3 Increase officer contacts with impaired drivers through regular traffic enforcement

Countermeasures and Programs	
3a	Educate the police, community leaders, public, and traffic safety partners on the role of regular traffic enforcement stops as a primary tool in detecting impaired drivers and encourage their use to reduce impaired crashes. Identify trends in DUI arrests and compare the data to trends in citations and crashes for use in education.
3b	Use a data driven approach to optimize areas and times for enforcement.
3c	Identify training gaps for police on locations with a high probability for alcohol and drug use that lead to impaired driving (e.g., breaking up/preventing underage drinking parties).
3d	Conduct surveys to assess public support for sobriety checkpoints and enhanced impaired driving penalties; document practices, short and long-term results and acceptance of checkpoints across the nation, develop a report on the survey results and impaired driving countermeasure effectiveness; and share the reports with lawmakers and the public.

The 2017-2022 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.



Strategy #4: Improve mobility options for impaired road users

Countermeasures and Programs	
4a	Educate the public and community leaders on methods for identifying mobility options at the community level in both urban and rural areas.
4b	Create local task forces to identify local actions.
4c	Promote trip planning, including designated drivers, public transportation, taxis, and alternate transportation service companies.

Strategy #5: Increase data, training, and resources for prosecutors and officers in the area of drugged driving

Countermeasures and Programs	
5a	Develop training for prosecutors and regular patrol officers on detecting and prosecuting drugged drivers.
5b	Develop joint training for prosecutors and laboratory personnel (Forensic Toxicologist) to assist in presenting scientific evidence of drug impairment in court.
5c	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training. Continue to monitor the development of roadside drug testing instruments and, as appropriate, investigate deploying them into the field as an additional tool to detect impaired driving.
5d	Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.
5e	Secure additional resources for laboratories.
5f	Continue to monitor the development of roadside drug testing instruments and, as appropriate, investigate deploying them into the field as an additional tool to detect impaired driving.

Although the 2017-2022 Texas SHSP includes an emphasis area that addresses the issue of impaired driving, the State will continue to address impaired driving through the maintenance of the Plan to achieve further reductions in the number of impaired driving fatalities, injuries, crashes and impaired driving in general. As the Texas SHSP Impaired Driving Emphasis Area Team is just beginning to develop action plans for some of the identified countermeasures, future iterations of the Plan will further incorporate impaired driving strategies and countermeasures identified through the Texas SHSP.

Although the 2017-2022 Texas SHSP includes an emphasis area that addresses the issue of impaired driving, the State will continue to address impaired driving through the maintenance of the Plan.

Performance Targets

In addition to incorporating the progress achieved through the 2017-2022 Texas SHSP, the TIDTF has adopted the same alcohol performance targets as TxDOT’s Alcohol and Other Drug Countermeasures Area program. These alcohol performance targets are displayed in Table 2 below.

Table 2. TxDOT Alcohol and Other Drug Countermeasures Program Performance Targets
Target: Fatalities involving driver or motorcycle operator with >0.08 BAC

2018 Target	To decrease the expected rise of alcohol-impaired fatalities from 1,323 alcohol-impaired fatalities in 2015 to not more than 1,499 alcohol-impaired fatalities in 2018
2020 Target	To maintain the expected rise of alcohol-impaired fatalities from the projected 1,505 alcohol-impaired fatalities in 2018 to not more than 1,560 alcohol-impaired fatalities in 2020

Target: DUI incapacitating injuries

2018 Target	To decrease the number of DUI incapacitating injuries from 2,696 DUI incapacitating injuries in 2016 to 2,428 DUI incapacitating injuries in 2018
2020 Target	To decrease the number of DUI incapacitating injuries from the projected 2,428 DUI incapacitating injuries in 2018 to 2,263 DUI incapacitating injuries in 2020

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

2018 Target	To decrease the expected rise of the alcohol-impaired rate per 100 MVMT from 0.51 alcohol-impaired fatality rate in 2015 to not more than 0.56 alcohol-impaired fatality rate per 100 MVMT in 2018
2020 Target	To decrease the expected rise of the alcohol-impaired rate per 100 MVMT from the projected 0.56 alcohol-impaired fatality rate in 2018 to not more than 0.57 alcohol-impaired fatality rate per 100 MVMT in 2020

Target: Percentage of Alcohol-impaired fatalities

2018 Target	To decrease the expected rise of the percentage of alcohol-impaired fatalities from 38% alcohol-impaired fatalities in 2015 to not more than 39% alcohol-impaired fatalities in 2018
2020 Target	To decrease the expected rise of the percentage of alcohol-impaired fatalities from the projected 39% alcohol-impaired fatalities in 2018 to not more than 39% alcohol-impaired fatalities in 2020

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

2018 Target	NHTSA activity measure - no objective set
2020 Target	NHTSA activity measure - no objective set

Program Management

The Highway Safety Office (HSO) is managed by the Traffic Safety Section in the Traffic Operations Division 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 2018, 325 traffic safety grants were awarded to state and local governmental agencies, colleges and universities, and non-profit agencies across Texas. There were 111 TxDOT Alcohol and Other Drugs Countermeasures projects awarded in FY 2018. Appendix I is a list of the TxDOT Alcohol and Other Drugs Countermeasures projects funded in FY 2018 (the most recent year available).

In FY 2018, 325 traffic safety grants were awarded to state and local governmental agencies, colleges and universities, and non-profit agencies across Texas.



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 has a comprehensive approach to addressing the problem of impaired driving in Texas. Table 3 provides a fiscal summary for FY 2017–2019:

Table 3. TxDOT Alcohol and Other Drug Countermeasures Program Fiscal Summary, FY 2017-2019

	FY 2017 Awarded	FY 2018 Awarded	FY 2019 Planned
Federal Funds	\$15,283,018.10	\$15,458,734.71	\$16,891,555.37
State Match	\$300,000.00	\$374,950.00	\$300,000.00
Local Match	\$26,977,924.01	\$26,515,044.43	\$9,583,597.34
Program Income	\$8,800.00	\$6,000.00	\$12,500.00
Total	\$42,569,742.11	\$42,444,729.14	\$26,787,652.71

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 were signed into law in 2017 are in Appendix J.

The Texas State Legislature operates under the biennial system and convenes in January of odd-numbered years.

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.

Data and Records

The primary source of data used for traffic safety programs originates from information collected by law enforcement officers (via Form CR-3) at a crash site. Officers input the crash information into a statewide crash database known as the Crash Records Information System, or CRIS. 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.

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. 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, FARS data reported at the national level are not always in sync with CRIS data.

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 Texas SHSP.



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

Recommendation	Status	Comments
I. Program Management and Strategic Planning		
A. State and Tribal DWI Task Forces and Commissions		
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)	In Progress	The TIDTF is in the process of rewording a support letter for the establishment of the Governor’s Executive Committee to the Texas Transportation Commissioner in FY 2018. A previous letter was sent to the Texas Transportation Commissioner in FY 2016.
B. Strategic Planning		
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	Not Being Addressed Currently	TTI received a grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing a DWI tracking database is a tremendous undertaking. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2018.
C. Program Management		
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, TxDOT subgrantees are performing annual statewide impaired driving crash analyses that pertain to the state’s need for identifying impaired driving data.
D. Resources		
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 and 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	The TIDTF is unable to pursue, promote, or lobby legislative activity at any level.

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



The TIDTF works with TxDOT subgrantees and other local and statewide organizations to promote policies and best practices to prevent drinking and driving.

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.

Promotion of 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.

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.

Promotion of 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.

Promotion of 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

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.

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 Campaign, Christmas/New Year Holiday Campaign, Labor Day Campaign, College and Young Adult Campaign, Spring Holidays Campaign, and Faces of Drunk Driving 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 reducing 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

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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, TST provides support to law enforcement and communities to develop standard operating procedures for enforcing those laws. Similarly, the Texas Municipal Courts Education Center offers judicial education on topics related to social hosting.

Conduction of 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

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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. 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 impacts 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 assessing community coalitions and has built an online, searchable tool that allows organizations to connect with coalitions in order to identify areas of potential collaboration. This provides organizations opportunities to leverage efforts and resources to reduce underage alcohol use and impaired driving.

Prevention Recommendations from 2015 Impaired Driving Program Technical Assessment

Recommendation	Status	Comments
<p>Enact a \$.10 per drink excise tax increase and dedicate a portion of new revenues to alcohol abuse and impaired driving prevention and treatment</p>	<p>Requires Legislative Action</p>	<p>While use of fees to support project self-sufficiency is a priority, there is concern that taxes, fees, and charges will have opposition. The excise tax is not calculated according to a percentage of the price of the alcohol but rather by the gallon. The “dime a drink” is used 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, TST created a report entitled “The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas.” TST commissioned Baselice & 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 TIDTF address underage drinking enforcement through different projects that utilize 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>TST 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. In addition, TMCEC offers judicial education on topics related to social hosting.</p>
<p>B. Community Based Programs</p>		
<p>1. Schools</p>		
<p>Provide schools with current, Texas-specific impaired driving information for inclusion in health and other curricula</p>	<p>In Progress</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 TIDTF Education Subcommittee actively works toward the ongoing effort of providing schools with current and accurate information. The Subcommittee is currently developing a “reference book” of evidence-based alcohol and/or drug awareness programs and TxDOT-sponsored programs that can be implemented in schools. Texas Education Knowledge and Skills (TEKS) are state standards for what students should know and be able to do. As part of the development of the reference book, the Education Subcommittee is identifying and aligning TEKS to each of the identified programs. The reference book is expected to be completed in FY 2018 and will be distributed to schools.</p>

Coordinate school- based impaired driving activities with evidence-based alcohol and substance abuse prevention programs	In Progress	The TIDTF Education Subcommittee actively works toward the ongoing effort of providing schools with current and accurate information. The Subcommittee is currently developing a “reference book” of evidence-based alcohol and/or drug awareness programs and TxDOT-sponsored programs that can be implemented in schools. Texas Education Knowledge and Skills (TEKS) are state standards for what students should know and be able to do. As part of the development of the reference book, the Education Subcommittee is identifying and aligning TEKS to each of the identified programs. The reference book is expected to be completed in FY 2018 and will be distributed to schools.
2. Employers		
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 <i>Our Driving Concern</i> program that addresses impaired driving within occupational settings, as well as Sam Houston State University’s Drug Impairment for Texas Employers program. The State also supports other program partners for their effort in educating organizations about impairment as it relates to occupational settings.
3. Community Coalitions and Traffic Safety Partners		
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	Ongoing	In FY 2017-2018, TST received a grant to conduct an assessment of community-based coalitions and their efforts. The results of the assessment are found in a searchable online tool on coalitions.TexansStandingTall.org. This tool is used to increase opportunities for collaboration on reducing impaired driving. A report of the assessment findings with recommendations to increase collaboration between coalitions and the traffic safety community was also developed.
Coordinate highway safety plans and programs with substance abuse prevention plans and programs	Not Being Addressed Currently	
4. Transportation Alternatives		
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.



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 4.

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

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

Table 4. Recommended Laws, Provisions for Law Enforcement, and Penalties for Impaired Driving

NHTSA Recommendations	Texas Statutes and/or Commentary
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
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
<p>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;</p>	<p>TC 724.012(a) Taking of Specimen An officer may obtain one or more samples of breath and/or blood.</p>
<p>Require law enforcement to conduct mandatory BAC testing of drivers involved in fatal crashes.</p>	<p>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.</p>
<p>Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test;</p>	<p>TC 524 Administrative Suspension of Driver's License for Failure to Pass Test for Intoxication TC 724 Implied Consent</p>
<p>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;</p>	<p>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</p>
<p>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;</p>	<p>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</p>
<p>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;</p>	<p>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.</p>
<p>Driver license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs.</p>	<p>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</p>

Texas has an integrated approach that combines enforcement initiatives with targeted public information and education campaigns.



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.

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 and provides technical assistance to 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 Drug 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

At the local level, many prosecutors have joined in implementing integrated approaches to address their jurisdiction’s impaired driving problem.

Texas has instituted specialty courts that are able to address the adjudication and treatment aspects of the impaired driving problem.

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. The associations also independently provide education on impaired driving to their constituencies.

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. 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.

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.

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 alcohol-free 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.

**It is important to note
an offender cannot
receive deferred
adjudication for an
impaired driving offense
in the State of Texas.**

For offenders placed on probation for intoxication assault or intoxication manslaughter, ignition interlock is mandated.

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 5 lists the ALR sanctions for adults and Table 6 lists the ALR sanctions for minors.

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.

Table 5. 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 6. 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

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.

Criminal Justice Recommendations from 2015 Impaired Driving Program Technical Assessment

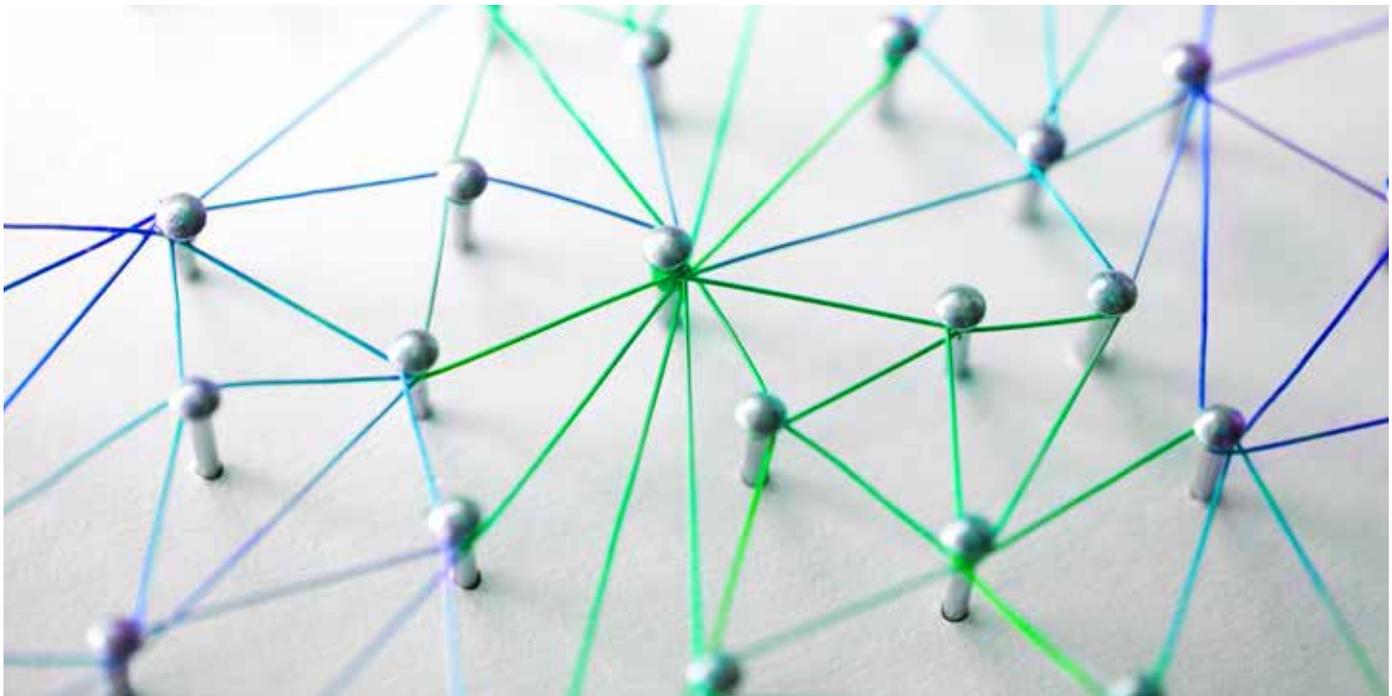
Recommendation	Status	Comments
III. Criminal Justice System		
A. Laws		
Enact reasonable constitutional guidelines through one or more politically accountable governing bodies regarding driving while intoxicated (DWI)/sobriety checkpoints	Requires Legislative Action	Bills relating to sobriety checkpoints 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.
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.
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	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.
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	Not Being Addressed Currently	TTI received a grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing a DWI tracking database is a tremendous undertaking. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2018.
B. Enforcement		
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.
Expand statewide partners for DRE training through regional training teams	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	Not Being Addressed Currently	The TIDTF has discussed the benefits and drawbacks of establishing per se levels for controlled substances. Other states (e.g. CO) who have established per se levels for controlled substances have advised other states against doing so. This is due to the inability to tie a specific per se level to a specific level of impairment. CO has advised other states to pursue focusing on demonstrating driver impairment through increase law enforcement and prosecutor training, such as ARIDE and DRE.
Provide training to law enforcement officers to enable them to properly enforce the Texas ignition interlock device statute	In Progress	In FY 2017 and in FY 2018, TTI received a grant to provide training to law enforcement – and other stakeholders – on ignition interlock devices and related statutes.
C. Prosecution		
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	
D. Adjudication		
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	In Progress	The TIDTF is in the process of rewording a support letter for the establishment of the Governor's Executive Committee to the Texas Transportation Commissioner in FY 2018. A previous letter was sent 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
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.
E. Administrative Sanctions and Drivers Licensing Programs		
1. Administrative License Revocation and Vehicle Sanctions		
Ensure that ignition interlock monitoring is effective and that information about violations has some impact on the non-compliant user	Complete and Ongoing	In FY 2017 and FY 2018, 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	Complete and Ongoing	In FY 2017 and FY 2018, 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	
2. Driver Licensing Programs		
None		

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 7. 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 7. TxDOT Impaired Driving 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

*Football Season, Christmas/New Year Holiday, Labor Day, College and Youth Adult, Spring Holidays, and Faces of Drunk Driving. These communication 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, Facebook, Twitter, and Instagram)
- 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.

**TxDOT Traffic Safety,
in partnership with
its creative agency
partners, focuses on
educating Texans
across the State.**

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

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.

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 perceives themselves to be the least intoxicated of the group.

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.
Evaluate the highway safety office marketing to ensure its messages are reaching target audiences	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

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

Screening and Brief Intervention

One evidence-based screening that has been implemented by stakeholders is Screening and Brief Intervention Referral to Treatment (SBIRT) or Screening and Brief Intervention (SBI). SBIRT involves a short screening designed to identify the severity of both real and potential problem alcohol use. This screening severity rating indicates the type and intensity of brief intervention or referral to treatment. Interventions range from: alcohol education, simple advice, brief intervention aimed at motivating reduced alcohol use, and referral to specialty care for treatment of alcohol dependence.

Only a minority of impaired drivers are alcohol dependent and the typical impaired driver perceives themselves to be “moderate drinkers.” They underestimate the amount of alcohol consumed in the setting prior to driving and/or how intoxicated they are. As the majority of the population of impaired drivers, this group would be most broadly impacted by brief intervention aimed at motivating reduced alcohol use; relatively fewer impaired drivers require referral to specialty alcohol treatment. As such, research indicates SBI can dramatically reduce recidivism of impaired driving incidents as well as other injury and mortality 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 target audience of most of these programs is younger drivers.

The TIDTF strongly considers SBIRT and SBI to be effective countermeasures against impaired driving. The TIDTF would like to see additional SBI and SBIRT programming providing: universal screening and record keeping; training additional professionals in brief interventions to motivate reduced alcohol use; and identifying linkages with other institutions where SBI or SBIRT are routinely used.

Only a minority of impaired drivers are alcohol dependent and the typical impaired driver perceives themselves to be “moderate drinkers.”

In Texas, DWI offenders can be ordered to submit to alcohol monitoring through court-ordered probation or as a pretrial bond condition.

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 evidence-based treatment and rehabilitation to be an effective countermeasure and will continue to pursue other available funding and collaborative opportunities.

Monitoring Impaired Drivers

In Texas, DWI offenders can be ordered to submit to alcohol monitoring through court-ordered probation or as a pretrial bond condition. Alcohol monitoring may include: ignition interlock, transdermal alcohol monitoring, portable breathalyzer, chemical assessment, and any combination of these approaches. Orders for alcohol monitoring and sanctions for alcohol infractions are typically applied on a case-by-case basis. More systematic procedures for determining who receives which type of monitoring and how alcohol infractions are responded to will increase effectiveness in curbing alcohol use.

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
V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation		
A. Screening and Assessment		
1. Criminal Justice System		
Develop and implement a DWI tracking system	Not Being Addressed Currently	TTI received a grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing a DWI tracking database is a tremendous undertaking. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2018.
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.
2. Medical or Health Care Settings		
Implement screening, brief intervention, referral to treatment procedures in healthcare settings throughout Texas	Not Being Addressed Currently	Many DWI offenders do not have health insurance and have limited access to health care. SBIRT programs have been administered in criminal justice settings (e.g. LA County Jail) and this increases likelihood of DWI offenders receiving this intervention. Input from administrators from systems delivering SBIRT 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	TST has provided campuses with training and support for implementing SBI on their campuses since 2010, starting with a grant from the federal Dept. of Education. TST is currently funded through TxDOT to provide this service. Multiple campuses have been professionally trained by an SBIRT expert to utilize a standardized screening tool and perform a motivational interview. TST provides support for identifying ways to implement SBI in a low cost scenario on their campuses. TST has evaluated this primary prevention approach through a CSAP Service to Science Evaluation Enhancement award and subsequent evaluations from an external professional evaluator. Results have shown the program is effective at reducing risky alcohol use.
B. Treatment and Rehabilitation		
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



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

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 Drug 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.

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 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
VI. Program Evaluation and Data		
A. Evaluation		
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. Since that time, the TRCC has been making efforts to improve links between the six core traffic records databases, but major steps forward are currently long-term objectives. No major improvements are anticipated in the short-term.
B. Data and Records		
Develop a DWI tracking system to enable analysis of the impaired driving problem in the state	Not Being Addressed Currently	TTI received a grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing a DWI tracking database is a tremendous undertaking. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2018.
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	Not Being Addressed Currently	TTI received a grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing a DWI tracking database is a tremendous undertaking. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2018.
Provide funding for an eCitation system such as the one proposed by the Texas Office of Court Administration	Not Being Addressed Currently	The Texas Office of Court Administration received a grant to begin completing a statewide eCitation database. However, in FY 2018, efforts were suspended due to a lack of ongoing funds to pay for maintenance and upkeep of the database once completed.
C. Driver Records Systems		
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



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

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 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.

Appendix A: 2015 Impaired Driving Program Technical Assessment Recommendations

Year	Recommendation	Status	Comments/References
I. Program Management and Strategic Planning			
A. State and Tribal DWI Task Forces and Commissions			
	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)	In Progress	The TIDTF is in the process of rewording a support letter for the establishment of the Governor's Executive Committee to the Texas Transportation Commissioner in FY 2018. A previous letter was sent to the Texas Transportation Commissioner in FY 2016.
B. Strategic Planning			
	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	Not Being Addressed Currently	TTI received a grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing a DWI tracking database is a tremendous undertaking. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2018.
C. Program Management			
	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, TxDOT subgrantees are performing annual statewide impaired driving crash analyses that pertain to the state's need for identifying impaired driving data.
D. Resources			
	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 and 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	The TIDTF is unable to pursue, promote, or lobby legislative activity at any level.

II. Prevention		
A. Responsible Alcohol Service		
<p>Enact a \$.10 per drink excise tax increase and dedicate a portion of new revenues to alcohol abuse and impaired driving prevention and treatment</p>	<p>Requires Legislative Action</p>	<p>While use of fees to support project self-sufficiency is a priority, there is concern that taxes, fees, and charges will have opposition. The excise tax is not calculated according to a percentage of the price of the alcohol but rather by the gallon. The “dime a drink” is used 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, TST created a report entitled “The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas.” TST commissioned Baseline & 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>TST 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. In addition, TMCEC offers judicial education on topics related to social hosting.</p>
B. Community Based Programs		
1. Schools		
<p>Provide schools with current, Texas specific impaired driving information for inclusion in health and other curricula</p>	<p>In Progress</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 TIDTF Education Subcommittee actively works toward the ongoing effort of providing schools with current and accurate information. The Subcommittee is currently developing a “reference book” of evidence-based alcohol and/or drug awareness programs and TxDOT-sponsored programs that can be implemented in schools. Texas Education Knowledge and Skills (TEKS) are state standards for what students should know and be able to do. As part of the development of the reference book, the Education Subcommittee is identifying and aligning TEKS to each of the identified programs. The reference book is expected to be completed in FY 2018 and will be distributed to schools.</p>

Coordinate school based impaired driving activities with evidence based alcohol and substance abuse prevention programs	In Progress	The TIDTF Education Subcommittee actively works toward the ongoing effort of providing schools with current and accurate information. The Subcommittee is currently developing a “reference book” of evidence-based alcohol and/or drug awareness programs and TxDOT-sponsored programs that can be implemented in schools. Texas Education Knowledge and Skills (TEKS) are state standards for what students should know and be able to do. As part of the development of the reference book, the Education Subcommittee is identifying and aligning TEKS to each of the identified programs. The reference book is expected to be completed in FY 2018 and will be distributed to schools.
2. Employers		
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 <i>Our Driving Concern</i> program that addresses impaired driving within occupational settings, as well as Sam Houston State University’s Drug Impairment for Texas Employers program. The State also supports other program partners for their effort in educating organizations about impairment as it relates to occupational settings.
3. Community Coalitions and Traffic Safety Partners		
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	Ongoing	In FY 2017-2018, TST received a grant to conduct an assessment of community-based coalitions and their efforts. The results of the assessment are found in a searchable online tool on coalitions. TexansStandingTall.org . This tool is used to increase opportunities for collaboration on reducing impaired driving. A report of the assessment findings with recommendations to increase collaboration between coalitions and the traffic safety community was also developed.
Coordinate highway safety plans and programs with substance abuse prevention plans and programs	Not Being Addressed Currently	
4. Transportation Alternatives		
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.
III. Criminal Justice System		
A. Laws		
Enact reasonable constitutional guidelines through one or more politically accountable governing bodies regarding driving while intoxicated (DWI)/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.

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.
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	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.
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	Not Being Addressed Currently	TTI received a grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing a DWI tracking database is a tremendous undertaking. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2018.
B. Enforcement		
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	<p>Bills relating to sobriety checkpoints have been introduced to the legislature during the last several sessions without success.</p> <p>Texas has taken an alternative approach to address the problem of impaired driving with No-Refusal programs in multiple counties throughout the state.</p>
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	<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.
Expand statewide partners for DRE training through regional training teams	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 DRE 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 and judicial education organizations at the local district and statewide levels.
Enact a statute establishing per se levels for controlled substances	Not Being Addressed Currently	The TIDTF has discussed the benefits and drawbacks of establishing per se levels for controlled substances. Other states (e.g. CO) who have established per se levels for controlled substances have advised other states against doing so. This is due to the inability to tie a specific per se level to a specific level of impairment. CO has advised other states to pursue focusing on demonstrating driver impairment through increase law enforcement and prosecutor training, such as ARIDE and DRE.
Provide training to law enforcement officers to enable them to properly enforce the Texas ignition interlock device statute	Complete and Ongoing	In FY 2017 and in FY 2018, TTI received a grant to provide training to law enforcement – and other stakeholders – on ignition interlock devices and related statutes.

C. Prosecution

Recommendation	Status	Comments/References
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	

D. Adjudication		
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	In Progress	The TIDTF is in the process of rewording a support letter for the establishment of the Governor’s Executive Committee to the Texas Transportation Commissioner in FY 2018. A previous letter was sent 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.
E. Administrative Sanctions and Drivers Licensing Programs		
1. Administrative License Revocation and Vehicle Sanctions		
Ensure that ignition interlock monitoring is effective and that information about violations has some impact on the non-compliant user	Complete and Ongoing	In FY 2017 and FY 2018, 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	Complete and Ongoing	In FY 2017 and FY 2018, 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	

2. Driver Licensing Programs		
Recommendation	Status	Comments/References
None		
IV. Communications Programs		
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.
Evaluate the highway safety office marketing to ensure its messages are reaching target audiences	Complete and Ongoing	TxDOT audits the statewide marketing effort as well as associated campaigns and marketing that is encompassed in program projects.
V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation		
A. Screening and Assessment		
1. Criminal Justice System		
Develop and implement a DWI tracking system	Not Being Addressed Currently	TTI received a grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing a DWI tracking database is a tremendous undertaking. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2018.
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.
2. Medical or Health Care Settings		
Implement screening, brief intervention, referral to treatment procedures in healthcare settings throughout Texas	Not Being Addressed Currently	<p>Many DWI offenders do not have health insurance and have limited access to health care. SBIRT programs have been administered in criminal justice settings (e.g. LA County Jail) and this increases likelihood of DWI offenders receiving this intervention.</p> <p>Input from administrators from systems delivering SBIRT is necessary to ensure there is no adverse impact on their ability to perform their functional role.</p>
Implement screening, brief intervention, referral to treatment procedures on college campuses throughout Texas	Complete and Ongoing	TST has provided campuses with training and support for implementing SBI on their campuses since 2010, starting with a grant from the federal Dept. of Education. TST is currently funded through TxDOT to provide this service. Multiple campuses have been professionally trained by an SBIRT expert to utilize a standardized screening tool and perform a motivational interview. TST provides support for identifying ways to implement SBI in a low cost scenario on their campuses. TST has evaluated this primary prevention approach through a CSAP Service to Science Evaluation Enhancement award and subsequent evaluations from an external professional evaluator. Results have shown the program is effective at reducing risky alcohol use.

B. Treatment and Rehabilitation		
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.
VI. Program Evaluation and Data		
A. Evaluation		
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. Since that time, the TRCC has been making efforts to improve links between the six core traffic records databases, but major steps forward are currently long-term objectives. No major improvements are anticipated in the short-term.
B. Data and Records		
Develop a DWI tracking system to enable analysis of the impaired driving problem in the state	Not Being Addressed Currently	TTI received a grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing a DWI tracking database is a tremendous undertaking. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2018.
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	Not Being Addressed Currently	TTI received a grant in FY 2017 to determine the feasibility of developing a DWI tracking system in Texas. Developing a DWI tracking database is a tremendous undertaking. Due to limited funds and prioritization, further progress of developing a DWI tracking database is not being pursued through the end of FY 2018.
Provide funding for an eCitation system such as the one proposed by the Texas Office of Court Administration	Not Being Addressed Currently	The Texas Office of Court Administration received a grant to begin completing a statewide eCitation database. However, in FY 2018, efforts were suspended due to a lack of ongoing funds to pay for maintenance and upkeep of the database once completed.
C. Driver Records Systems		
Enact legislation that prevents removal of DWI conviction data from the driver history	Requires Legislative Action	

Appendix B: TIDTF Charter



Texas Impaired Driving Task Force
est. 2012

Task Force Charter

PREAMBLE

Impaired driving remains a significant traffic safety and public health challenge in Texas and across the country. Crashes caused by impaired driving have a devastating impact on the lives and families who have been directly affected. In addition, impaired driving crashes cost the State billions of dollars in associated medical costs and work production loss.

Crashes caused by impaired driving are preventable. It is upon the preventable nature of impaired driving crashes that the Texas Impaired Driving Task Force (TIDTF) was established with the mission of eliminating impaired driving in Texas.

ARTICLE ONE: MISSION

The mission of the TIDTF is to eliminate injury and death caused by impaired driving in Texas.

ARTICLE TWO: WHO WE ARE

What began in 2005 as a loosely structured meeting with representatives primarily from enforcement, training, and the Texas Department of Transportation (TxDOT), the TIDTF has evolved into a multifaceted representation of individuals and organizations focused on the elimination of impaired driving in Texas.

The TIDTF is comprised of individuals with expertise in their individual fields who create strategies to eliminate driving while intoxicated (DWI) injuries and deaths. Through discussion between members, the TIDTF is able to identify effective strategies to achieve its mission. Members also share available resources, information, and data to reduce duplicated efforts and improve overall efficiency. The TIDTF also fosters lasting relationships between impaired driving prevention, enforcement, adjudication, and treatment stakeholders and promotes partnerships in different fields with the cohesive goal of eliminating impaired driving.

The TIDTF identifies best practices, innovative solutions, and provides recommendations to TxDOT, allied professionals/program partners, state and local government agencies, organizations, and the general public.

TIDTF Charter

ARTICLE THREE: OFFICERS

The TIDTF is supported financially and administratively by a highway safety grant funded by TxDOT.

3.1 CO-CHAIRMEN: There shall be two co-chairmen -- one representing TxDOT and one representing the grant recipient Administration. The co-chairmen shall serve for the duration of the TxDOT grant (historically, one fiscal year: October – September).

3.2 ADMINISTRATOR: The duties of the Administrator shall serve for the duration of the TxDOT grant. The Administrator is responsible for coordinating TIDTF meetings and the Texas Statewide Impaired Driving Forum, distributing meeting notes and materials to members, and generally assisting the co-chairmen.

3.3 ADMINISTRATION: The Administration generally supports the Administrator. The Administration may be present at TIDTF meetings but are not considered members of the TIDTF.

3.4 VACANCIES: Should the co-chairman representing TxDOT resign prior to the expiration of his or her term, TxDOT shall appoint a co-chairman to serve in his/her place. Should the co-chairman representing the grant recipient Administration resign prior to the expiration of his or her term, the grant recipient Administration shall work with TxDOT to appoint a co-chairman to serve through the duration of the fiscal year.

ARTICLE FOUR: MEMBERSHIP

4.1 MEMBERS: The TIDTF shall be comprised of agencies, offices, and organizations from public and private sectors of state leadership, each of whom possesses a demonstrated interest in the elimination of impaired driving.

The Co-Chairmen may appoint additional members on an as-needed basis. Members may submit nominations to the Administrator via e-mail. Nominations that fill a gap in membership background expertise will be considered, and if appropriate, pursued.

4.2 TERM: Each member will serve a term of one fiscal year (October 1 – September 30) with the option to serve again. There is no limit to the number of terms a member can serve; however, each member shall sign a letter of commitment at the start of each new fiscal year.

4.3 RESIGNATION: Any member shall have the right to resign his or her position on the TIDTF. Any resignation should be provided to the Administrator via e-mail. The Administrator may request that another designee be appointed to replace the departing member.

ARTICLE FIVE: MEETINGS

- 5.1 **REGULAR MEETINGS:** The TIDTF shall meet semi-annually at a time and location specified by the Administrator.
- 5.2 **NOTICE:** Notice of each TIDTF meeting shall be given at least 6 months in advance by e-mail.
- 5.3 **LOCATION:** Meetings shall be held at a location place chosen by the Co-Chairmen with due consideration given to the convenience of all members and staff suitable for the occasions.
- 5.4 **MINUTES:** The Administration shall take and maintain meeting minutes, including a record of the members present. The Administrator shall distribute meeting materials within two weeks of each meeting.
- 5.5 **PLANNING:** The Administration will serve as a resource and provide logistical support for meeting location, preparations, notice, and minutes.
- 5.6 **ATTENDANCE/INACTIVITY:** Member organizations may have multiple representatives serving on the TIDTF. Members are expected to attend the semi-annual meetings in their entirety in person. In the event a member is unable to attend a meeting in person, a "substitute" may be sent in his/her place; however, the member will be considered absent from the meeting.

The Co-Chairmen reserve the right to remove inactive members from the TIDTF. Members who are absent from two consecutive meetings regardless of the fiscal year shall be considered inactive and can have their membership removed.

After every missed meeting, the Administrator shall notify absent members about the attendance policy. During every meeting registration period, the Administrator shall re-notify members who missed the previous meeting about the attendance policy. The Administrator shall notify "inactive" members regarding membership removal after the second consecutive missed meeting.

ARTICLE SIX: SUBCOMMITTEES

- 6.1 **SUBCOMMITTEES:** The following subcommittees should be organized, chaired, and populated as necessary to accomplish the goals of the TIDTF:

- Awards Selection
- Education
- Legislation
- Website

Members are eligible to serve on any subcommittee. Subcommittee meetings shall be held primarily via webinar and conducted between the semi-annual TIDTF meetings.

Appendix C: FY 2018 TIDTF Letter of Commitment



FY 2018

(October 2017 – September 2018)

The Texas Impaired Driving Task Force is committed to eliminating injury and death caused by impaired driving on Texas roadways. Participation is voluntary, and I understand that my role as a Texas Impaired Driving Task Force member is a significant responsibility, and I will make it a priority to actively participate.

As a Texas Impaired Driving Task Force member, I:

- support the mission of the Task Force.
- will offer my expertise to ensure the health and success of the Task Force.
- will work with fellow Task Force members to communicate the membership's mission to all audiences.
- will make every effort to attend the two meetings held in Austin each year.
- will communicate with the Task Force membership and its coordinators to ensure that I stay aware of Task Force affairs.
- will actively participate and respond to all requests for my assistance.

I have read and fully agree to this Letter of Commitment and will assist the Task Force in this role.

Print Name _____ Date _____

Signature _____

*Alcohol and Other Drugs Countermeasures
Program Manager
Texas Department of Transportation*

Troy Walden
*Research Scientist and Director of CADES
Texas A&M Transportation Institute*

Please return this letter via email to Paige Ericson at
p-ericson@tti.tamu.edu

Texas Impaired Driving Task Force Mission Statement
To eliminate injury and death caused by impaired driving in Texas.

Appendix D: TIDTF Membership by Individual

Last Name	First Name	Title	Organization	Email
Abbott	Clay	Texas District and County Attorneys Association	DWI Resource Prosecutor	abbott@tdcaa.com
Brooks	Bobbi	Texas A&M AgriLife Extension Service	Program Manager	blbrooks@ag.tamu.edu
Busbee	Mark	ADAPT / FRIDAY	Program Manager	mark.busbee@tmpa.org
Carroll	Mindy	Texas Alcoholic Beverage Commission	Director Education and Prevention Division	mindy.carroll@tabc.state.tx.us
Coffey	Debra	Smart Start, Inc.	Vice President, Government Affairs	dcoffey@smartstartinc.com
Cooley	Chad	Cedar Hill Police Department	Corporal	chad.cooley@cedarhilltx.com
Dean-Mooney	Laura	Texas A&M AgriLife Extension Service	Program Coordinator	LDMooney@ag.tamu.edu
Doran	Holly	Texas Center for the Judiciary	TxDOT Program Director	holly@yourhonor.com
Dorman	David	MADD	Court Monitoring Project Specialist	david.dorman@madd.org
Ericson-Graber	Paige	Texas A&M Transportation Institute	Associate Transportation Researcher	p-ericson@tti.tamu.edu *TIDTF Administrator
Garren	Cheryl	Texas Department of Public Safety	Enforcement & Compliance Service Manager	cheryl.garren@dps.texas.gov
Glenn	Catherine	Texas Health Presbyterian Hospital Dallas	Injury Prevention Trauma Outreach Coordinator	catherineglenn@texashealth.org
Grubbs	Brian	LEADRS	LEADRS Program Manager	brian.grubbs@tmpa.org
Gutierrez	Jaime	MADD - State Office	Executive Director	Jaime.Gutierrez@madd.org
Harris	Kevin	College Station Police Department	Sergeant	klharris@cstx.gov
Holt	Nicole	Texans Standing Tall	Chief Executive Officer	nholt@texansstandingtall.org
Humphrey	Cynthia	Texas Association of Substance Abuse Programs	Executive Director	chumphrey@asaptexas.org
James	Andrew	Montgomery County District Attorney's Office	Chief of Vehicular Crimes Division	andrew.james@mctx.org
Jennings	Mike	Austin Police Department	Detective	michael.jennings@ austintexas.gov
Kim	Yoon	Collin County Community Supervision and Corrections Department	Director	ykim@co.collin.tx.us
Kuboviak	Jim	Texas DPS Troopers Foundation	Director	kuboviak@lemvi.com
Lochridge	Hope	Texas Municipal Courts Education Center	Executive Director	hope@tmcec.com
Marquart	Cecil	Sam Houston State University	Project Director	icc_cpm@shsu.edu
Mathias	Charles	UT Health San Antonio	Associate Professor, Division of Neurobehavioral Research	mathias@uthscsa.edu
McDonald	Dottie	Smart Start, Inc.	Judicial Services Liaison	dmcdonald@smartstartinc.com
McGarah	David	Texas SFST	Program Manager	david.mcgarah@txsfst.org
Minevitz	Edward	Texas Municipal Courts Education Center	MTSI Grant Administrator and Program Attorney	ned@tmcec.com
Minjares-Kyle	Lisa	Texas A&M Transportation Institute	Associate Transportation Researcher	l-minjares@tti.tamu.edu
Moser	Amy	Education Service Center - Region 6	Safety Education and Training Specialist	amoser@esc6.net
Mudd	Anna	Texas Department of Public Safety	Toxicology Section Supervisor	anna.mudd@dps.texas.gov

Ocamb	David	Guerra Deberry Coody and Company	Account Planner	docamb@gdc-co.com
Palmer	David	Texas Department of Public Safety	Major	david.palmer@dps.texas.gov
Pence	Terry	Texas Department of Transportation	Traffic Safety Director	terry.pence@txdot.gov
Redford	Susan	Texas Association of Counties	Judicial program Manager	susanr@county.org
Robinson	Lisa	National Safety Council	Program Manager	lisa.robinson@nsc.org
Rounsavall	Allison	Texas Department of Transportation	Alcohol and Other Drugs Countermeasures Program Manager	allison.rounsavall@txdot.gov * TIDTF Co-chairmen
Saint	Nina	SafeWay Driving Systems	Curriculum Director	njsaint@safewaydriving.com
Sarosdy	Randy	Texas Justice Court Training Center	General Counsel	rs52@txstate.edu
Scott	Marsha	Texas Department of Transportation	Alcohol and Other Drugs Countermeasures Program Manager - Youth	marsha.scott@txdot.gov
Schexnyder	Jude	Texas Department of Transportation	Traffic Safety Specialist	jude.schexnyder@txdot.gov
Souhami	Gloria	Travis County Attorney's Office	Program Director	gloria.souhami@co.travis.tx.us
Stratton	Doug	Guerra Deberry Coody and Company	Account Supervisor	dstratton@gdc-co.com
Tedder	Jay	Texas Department of Public Safety	Deputy Scientific Director Breath Alcohol Testing	james.tedder@dps.texas.gov
Thomas	Dannell	Education Service Center - Region 6	Director of Safety Education and Training	dthomas@esc6.net
Thorp	Kara	AAA - Texas & New Mexico	Public Affairs Specialist	thorp.kara@aaa-texas.com
Walden	Troy	Texas A&M Transportation Institute	Assistant Research Scientist	t-walden@tti.tamu.edu * TIDTF Co-chairmen
Weiser	Laura	Texas Center for the Judiciary	Judicial Resource Liaison	lweiser@yourhonor.com
Worley	Dan	Baylor Scott & White Health - RED Program	Program Coordinator	dan.worley@BSWHealth.org

Appendix E: TIDTF 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
Cedar Hill Police 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
LEADRS				x																
MADD - Regional and State Offices	x														x				x	x
Montgomery County District Attorney's Office		x			x														x	x
National Safety Council	x									x					x	x		x	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	
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 Health Presbyterian Hospital Dallas											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																
Texas DPS Troopers Foundation				x												x			x	x
Travis County Attorney's Office	x	x			x											x			x	x
UT Health San Antonio											x					x	x		x	x

Appendix F: TIDTF Meeting Items

The TIDTF held two in-person meetings during FY 2018. These meetings were held on October 12, 2017 and February 8, 2018.

Texas Impaired Driving Task Force

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

February 8, 2018 Agenda

8:30 – 9:00 AM	Check-in	
9:00 – 9:45 AM	Welcome <ul style="list-style-type: none"> • New Member Introduction • Old Business: <ul style="list-style-type: none"> ○ Approval of Task Force Charter ○ Letter of Support for Governor’s Impaired Driving Task Force ○ Brochure • New Business: <ul style="list-style-type: none"> ○ Impaired Driving Forum Recap ○ Impaired Driving Plan Deadlines <ul style="list-style-type: none"> <i>TF members submit revisions by 2/28/18</i> <i>TF Administration sends revised copy by 3/15/18</i> <i>TF members make final revisions by 3/30/18</i> <i>TF Administration sends final version by 4/15/18</i> <i>TF members review and approve plan by 4/30/18</i> <i>TF Administration sends final plan to TxDOT by 5/14/18</i> 	Paige Ericson-Graber
9:45 – 10:00 AM	TxDOT Update	Frank Saenz Terry Pence
10:00 – 10:45 AM	Subcommittee Updates <ul style="list-style-type: none"> • Education Subcommittee • Website Subcommittee • Awards Selection Subcommittee 	Dannell Thomas, Nina Saint, and Amber Trueblood Doug Stratton Laura Dean-Mooney Lisa Robinson
10:45 – 11:00 AM	Member Spotlight Video & Break <i>*Featuring Texas Justice Court Training Center</i>	





**Center for
Transportation Safety**



Save a Life™
Texas Department of Transportation



**Texas A&M
Transportation
Institute**

TIDTF Meeting – February 8, 2018

11:00 – 11:10 AM	Strategic Highway Safety Plan Update	Ned Minevitz
11:10 – 11:20 AM	Drug Impairment Training for Texas Employers (DITTE)	Lisa Robinson
11:20 – 11:35 AM	Introduction to Discussion on Legalization of Marijuana in Texas	Mark Busbee
11:35 – 12:30 PM	Lunch and Networking	
12:30 – 2:30 PM	Discussion on Legalization of Marijuana in Texas	Jena Prescott
2:30 – 2:45 PM	Close and Wrap-Up	Paige Ericson-Graber



TIDTF Meeting – February 8, 2018

**Texas Impaired Driving Task Force
Spring 2018 Meeting 2/8/18**

Welcome & Old Business

- Paige Ericson-Graber introduced the new members:
 - o Cheryl Garren with the Enforcement & Compliance Service Manager, Texas Department of Public Safety
 - o Dr. Charles Mathias, Associate Professor Department of Psychiatry, UT Health San Antonio
- The TF Charter was reviewed. After receiving feedback from members, the charter was changed to remove representative organizations from section 4 and to clarify attendance policy that inactive members will be removed after missing two consecutive meetings. With these changes, the TF Charter was formally approved.
- TF Admin is working on revising letter of support for the creating of the Governor’s Impaired Driving Task Force and is working on a “brochure” for new members that will help with the onboarding process.

New Business

- Recap of 2018 Texas Impaired Driving Forum and Forum evaluations. Evaluations show people prefer a 2019 Forum location:
 - o in Austin, but not downtown, and
 - o a 1-day event, and
 - o with 3 breakout tracks (as opposed to 2 or 4), and
 - o for the event to be held in February.
- There was some discussion on how to improve promotion of the 2019 Forum and to increase attendance and diversity of the audience.
- Paige gave an overview of the process and dates for each step in the approval of the Texas Impaired Driving Plan.
 - o TF members submit revisions by 2/28/18.
 - o TF Administration sends revised copy by 3/15/18.
 - o TF members make final revisions by 3/30/18.
 - o TF Administration sends final version by 4/15/18.
 - o TF members review and approve plan by 4/30/18.
 - o TF Administration sends final plan to TxDOT by 5/14/18.

TxDOT Update

- The 2.8.18 meeting is Frank Saenz’s last meeting with the Texas Impaired Driving Task Force. Frank will be transitioning to a different role within TxDOT. The TF thanked him Frank for his time, efforts, and dedication. Until Frank’s replacement is named, members should continue to go to Frank.
- Terry Pence promoted Lifesavers Conference (April 22 – 24, 2018) in San Antonio and spoke about volunteer opportunities. Further information regarding volunteer opportunities is forthcoming.

TIDTF Meeting – February 8, 2018

Education Subcommittee

- School-based alcohol and drug awareness program review is nearly complete. Looking to complete in May.
- Approximately 75 programs will be included in the book – both evidence-based and TxDOT-funded programs.
- Currently, the Subcommittee is working to include TxDOT funded programs and to integrate TEKS with each program.

Website Subcommittee

- Doug Stratton (subcommittee chairman) summarized December subcommittee meeting. Subcommittee members emphasized that the purpose of website is to help TF members.
- Next big step is adding resources and events to the calendar. Please contact Doug if you want something added to the website.

Awards Selection Subcommittee

- Lisa Robinson and Laura Dean-Mooney gave an update on the Awards Selection Subcommittee. The Subcommittee is trying to develop an award, that will not have any specific limitations or requirements (such as specific job fields), that is not a duplicate of another organization's awards that can be used to recognize who has made a positive impact on impaired driving.
- The new award will be awarded at the 2019 Texas Impaired Driving Forum.

Task Force Spotlight Video

- Featured the Texas Justice Court Training Center - <https://www.youtube.com/watch?v=Te5iuqrkA54>
- Contact Paige if you would like a video made for your organization.

Strategic Highway Safety Plan (SHSP) Update

- Ned Minevitz went over the SHSP and went into depth on each of the top 7 countermeasures.
- Discussed next steps as the impaired driving emphasis area team looks to develop action plans for each countermeasure.

DITTE

- Lisa Robinson discussed the program which includes a 4 hour training for employers and employees.
- Contact Lisa Robinson (lisa.robinson@nsc.org) if you would like your materials included in her outreach materials sent to employers.

Discussion of Marijuana Legalization in Texas

Mark Busbee introduced the working activity for the meeting, which was an open discussion of how Texas can be better prepared for when cannabis is legalized in the State. Many impaired driving stakeholders believe it is only a matter of time – no longer an “if” it becomes legalized. This was just a general discussion that will lay the foundation for further discussion and action.

TIDTF Meeting – February 8, 2018

- CO recommended getting involved in the conversation to influence regulation if legalization happens. In CO, too many people just opposed legalization and did not adapt their focus once legalization occurred.
- Texas has DUI law that can be used for marijuana impaired driving. No need to change the laws.
- Consensus was against a per se law. More important for LE to show impairment than a specific amount in the body.
- Strong support for increased DRE, ARIDE, and SFST training to help LE recognize drug impairment and to get them comfortable/motivated to enforce laws against it. Problem is getting the resources and LEA support for this along with getting LE excited in general about impaired driving.
- Discussion on how much of a need there is to improve data collection.
- Discussion of increasing drug impaired driving to a Misdemeanor A to incentives LE and improve data collection.
- Discussion on how employers will handle marijuana legalization. Many employers have rules against being alcohol impaired on the job or getting a DWI conviction but do not have rules against alcohol consumption on an employee's private time. How will marijuana use be handled?
- Discussion on to what extent the marijuana industry should be included in the TF. Many seemed ok with hearing from the marijuana industry as a guest speaker or at the Forum but did not want them formally included on the TF.
- Discussion on how tax money raised from marijuana sales should be spent. It was recommended to get involved in the discussion early before money is allocated elsewhere.
- Lots of concern on how to educate the public and fight misconceptions about marijuana and driving.

Upcoming Events:

- DWI March for Change – March 9, 2018 – Austin, TX
- UDS Symposium - April 5 – 6, 2018 – Dallas, TX
- 2018 Lifesavers Conference – April 22 – 24, 2018 – San Antonio, TX
- 2018 Drug Impact Conference – July 23 – 26, 2018 – Montgomery, TX
- 2018 Alcohol Interlock Symposium - August 19-21, 2018 – Austin, TX
- 2018 Fall Task Force Meeting – Thursday, October 11, 2018 – Austin, TX – Norris Conference Center
- 2019 Spring Task Force Meeting – TBA
- 2019 Texas Impaired Driving Forum – TBA

Action Items

- TF Administration to create brochure for onboarding new members.
- TF Administration to finish revising support letter for Governor's Executive Impaired Driving Committee.
- TF Administration to send out Texas Impaired Driving Plan to begin revision process.

TIDTF Meeting – February 8, 2018

- TF Administration to set 2019 Texas Impaired Driving Forum date and Spring 2019 Task Force meeting as soon as possible (new venue space being located). Save-the-date announcements forthcoming.
- TF Administration to develop new ideas for promoting the 2019 Texas Impaired Driving Forum to a broader audience.
- Education Subcommittee to complete reference book for alcohol and or drug awareness programs.

TIDTF Meeting – February 8, 2018

Texas Impaired Driving Task Force Meeting

February 8, 2018 - 9:00 AM - 3:15 PM

Norris Conference Center - 2525 W. Anderson Lane, Ste. 365 - Austin, TX 78757

Last Name	First Name	Signature	Organization
Abbott	Clay		TDCAA
Atkinson	Mark		Texas Center for the Judiciary
Busbee	Mark		TMPA-FRIDAY Program
Carroll	Mindy		Texas Alcoholic Beverage Commission
Coffey	Debra		Smart Start, Inc.
Crowell	Georgianne		Texans Standing Tall
Dean-Mooney	Laura		TX A&M AgriLife Extension Service
Dorman	David		Mothers Against Drunk Driving - East Texas
Ericson-Graber	Paige		TTI
Garren	Cheryl		TXDPS
Graber	Jon		TTI
Gutierrez	Jaime		Mothers Against Drunk Driving
Harris	Kevin		College Station PD
Havemann	Christie		TTI
Hodges	David		TTI
Humphrey	Cynthia		ASAP
James	Andrew		Montgomery Co. District Attorney's Office
Jennings	Michael		Austin PD
Kim	Yoon		Collin County CSCD
Kuboviak	Jim		Texas DPS Troopers Foundation
Marquart	Cecelia		Sam Houston State University
Mathias	Charles		UT Health San Antonio
McDonald	Dottie		Smart Start, Inc.
McGarah	David		Texas SFST Program
Minevitz	Ned		TMCEC
Minjares	Lisa		TTI
Moser	Amy		ESC Region 6
Mudd	Anna		Texas DPS Crime Lab
Palmer	David		Texas Department of Public Safety

Texas Impaired Driving Task Force

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

October 12, 2017
Agenda



8:30 – 9:00 AM	Check-in	
9:00 – 10:00 AM	Welcome & Open Discussion <ul style="list-style-type: none"> • New Member Introduction • Discussion of Task Force Charter • Task Force Evaluations: Where do we go from here? • Upcoming Events: 2018 Texas Impaired Driving Forum 	Paige Ericson-Graber
10:00 – 10:15 AM	TxDOT Update	Frank Saenz
10:15 – 10:45 AM	Subcommittee Updates: Legislative Subcommittee Education Subcommittee	Clay Abbott Dannell Thomas/Amber Trueblood
10:45 – 11:00 AM	Member Spotlight Video and Break	
11:00 – 11:20 AM	Marijuana PI&E Materials	Amber Trueblood
11:20 – 11:45 AM	An Update: Leveraging and Enhancing Alcohol Countermeasures to Reduce Drugged Driving	Troy Walden
11:45 – 12:45 PM	Lunch and Networking	
12:45 – 1:00 PM	Break	
1:00 – 2:30 PM	Working Group Activity – Strategic Highway Safety Plan	Eva Shipp
2:30 – 3:00 PM	Report back to larger Task Force	
3:00 – 3:15 PM	Close / Wrap-Up	Troy Walden Paige Ericson-Graber



Texas Impaired Driving Task Force
Thursday, October 12, 2017
Start Time: 9:00 AM



*Note: All action items are summarized at beginning of meeting notes; click on the hyperlink to be directed to that area of the meeting notes. **GREEN** action items are to be completed by members; **RED** action items are to be completed by the TIDTF Administration.*

Action Items for TIDTF Members to Complete:

- [Meet the New Members.](#)
 - [If you are aware of membership gap areas that are not represented on the TIDTF, please email Paige \(on-going\). Do not CC'ed your nomination on an email. If appropriate, the TIDTF Administration will reach out to the nominated individual separately.](#)
- [Review draft Charter for the Task Force. Provide your comments/feedback/modifications to Paige by 11/3.](#)
- [Send your program and event details to p-ericson@tti.tamu.edu for promotion on the www.dyingtodrink.org website \(on-going\).](#)
- [Review results from TIDTF evaluations. No further action required.](#)
- [A Website Subcommittee is being established. If you would like to serve on this subcommittee email Paige by 11/3.](#)
- [Vote on a logo for the Texas Impaired Driving Forum by 11/10.](#)
- [An Awards Selection Subcommittee is being established. If you would like to serve on this subcommittee email Paige by 11/3.](#)
- [If you have inclusion criteria for the Evidenced-Based Programs reference book, email a-trueblood@tti.tamu.edu by 10/27.](#)

Action Items for TIDTF Administration to Complete:

- [Will develop and send a follow-up letter to TxDOT Commission in support of the creation of a Governor's DWI Task Force by 2/8/18.](#)
- [A brochure on the TIDTF will be developed. The purpose is so that members will have an informational tool to use when promoting the TIDTF.](#)

Upcoming Events

- February 7, 2018 – Texas Impaired Driving Forum – Austin. For more registration and more information, <https://www.dyingtodrink.org/impaired-driving-forum/>.
- February 8, 2018 – Spring 2018 TIDTF Meeting – Austin. Details forthcoming.
- April 5-7, 2018 – Impaired Driving Prevention Symposium – University of Texas Dallas. Contact Lisa Minjares for more information l-minjares@tti.tamu.edu.
- August 19-21, 2018 – 16th Annual International Ignition Interlock Symposium – Van Zandt Hotel in Austin. For more information, <http://www.interlocksymposium.com/>.
- October 11, 2018 – Fall 2018 TIDTF Meeting – Austin. Details forthcoming.

TIDTF Meeting – October 12, 2017

Welcome & Open Discussion

Paige Ericson-Graber opened the Fall Texas Impaired Driving Task Force (TIDTF) meeting at 9:00 AM.

New Member Introduction

Several new members have joined the TIDTF since April 2017. New members include:

- **Chad Cooley**, Corporal, Cedar Hill Police Department. Chad is representing “smaller” police departments as well as North Texas.
- **Cathy Glenn**, Injury Prevention Trauma Outreach Coordinator, Texas Health Presbyterian Hospital Dallas. Cathy is a registered nurse, certified emergency nurse, and a trauma certified registered nurse. She represents the medical/public health perspective.
- **Yoon Kim**, Director, Collin County Community Supervision and Corrections Department (CSCD). Yoon is representing CSCD perspective.

There have also been several new designees on the TIDTF:

- **Brian Grubbs**, Program Manager, LEADRS. Brian is replacing Charles Ortiz.
- **Andrew James**, Chief Vehicular Crimes Division, Montgomery County District Attorney’s Office. Andrew is replacing Tyler Dunman.

The TIDTF is also pursuing a recommendation from another member regarding a medical/public health perspective.

Gaps in membership expertise were also discussed. The following areas have been identified for potential new membership:

- Office of Court Administration
- TxDPS –Driver’s license division
- Treatment and rehab outside of probation

Paige asked the TIDTF for additional gap areas, but none were mentioned. *If additional gap areas are identified, please e-mail Paige at p-ericson@tti.tamu.edu with your recommendation.* Do not CC’ed the prospective new member. If the recommended individual represents a gap area, the TIDTF Administration will reach out to the potential new member separately. This is an on-going process.

Discussion of Task Force Charter

The idea of developing a charter or a set of bylaws for the TIDTF was discussed at the April 2017 meeting. Sam Sinclair, the regional NHTSA manager, provided the Administration with example of another state’s charter and NHTSA guidelines for statewide impaired driving task forces.

Using these resources, a draft version of charter/bylaws has been developed. The charter/bylaws are also based upon the policies/procedures that the TIDTF has already been operating under, however, until now they haven’t been formally recorded. **Specifically, the charter/bylaws makes clear that two consecutive missed meetings will result in a member being designated “inactive.” Inactive members will have their membership removed from TIDTF.** To prevent this from happening, the Administration will email the member after one missed meeting. During the RSVP process for the next meeting, the member will be reminded that the last meeting was missed and the member needs to make the next meeting to ensure the continuation of membership. Members who know in advance that they will miss a meeting may send a “substitute,” but doing so will still be counted as an absence. This policy was reviewed at the last TF meeting and agreed upon by the members.

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The charter will be circulated with the minutes/materials after the TF meeting. *All members are asked to review the charter/bylaws and provide comments, recommendations, and modifications using track changes in Word by November 3 to p-ericson@tti.tamu.edu.*

Task Force Evaluations: The Good, The Bad, The Ugly

At the April 2017 TIDTF meeting, members completed an evaluation on how to continue to improve upon TIDTF meetings. **Note: For a breakdown on each of the areas, please review the PowerPoint slides. Due to time, not all slides were covered during the meeting.**

Highlights included:

- Several evaluations mentioned the noise level of having all five working groups in one room was very high. In response to that, the Administration has/will reserve two rooms going forward. Feedback also requested that tables be set up in roundtables instead of lecture style.
- Members were asked to suggest specific goals the TIDTF wanted to accomplish. There were no suggestions at the time. Paige explained Frank Saenz (TxDOT) suggested to focus on one small goal rather than large ones, such as covering marijuana, oral fluid testing, or prescription drugs specifically during working group activities.
- TIDTF Administration will increase frequency of communication by sending/developing newsletters that are distributed, at a minimum, three times a year.
- All evaluations received indicated members had all visited to the www.dyingtodrink.org website, but the majority did not visit regularly. Members discussed what are/should be the goals of the website? Paige inquired if it should be a “one-stop shop” for DWI information in Texas. What does the TF think about the goals and is the idea of a “one-stop shop” too ambitious? Much discussion ensued about the role/function of the website:
 - Some agreed that the website should be “one-stop shop”
 - Dottie McDonald indicated it would be helpful to have links – like MADD does -- to direct traffic. Every DWI roundtable she goes to, she shares this information to spread the word. At a recent roundtable in San Antonio, none of the members were familiar with the www.dyingtodrink.org website. No challenges were brought forward with the issue of linking to other websites.
 - Members indicated if a brochure for the TIDTF were created they would distribute it within their networks. *TIDTF Administration will develop a brochure for members to share with their networks by the next TIDTF meeting.*
 - Debra Coffey suggested members could tweet/FB information on their company websites.
 - Ned Minevitz suggested including current news in what’s happening now (recent events), including new legislation.
 - Others disagreed, suggesting that the website should serve as a resource to TIDTF members and not try to reinvent what search engines like Google already do very well.
 - Nicole Holt suggested we need to get specific about what we want to do. She rarely visits the website because she already has the stuff on it. Who are we providing stuff for? Why do we need to go there? Do we want to advertise the TF? She doesn’t think trying to get young people to go is a fruitful goal. Who is our audience and why? Why do we want them to go and what do we want them to get out of it?
 - David O’Camb suggested the addition of a calendar of events. Paige commented there is a calendar, but very few events are listed. *Paige reminded members to send details*

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about their events to be added to the calendar. Events can be sent to p-ericson@tti.tamu.edu with the following details:

- Date and time of event
 - Location
 - Organizer contact information (first and last name, email, phone)
 - Is this event open to the public?
 - Website URL
- Randy Sarosdy suggested that Google is not helpful for resources that are currently on the website. Where it could be most helpful – if judges need more resources, they can go to this link. One of the issues brought up at a meeting he attended was, if a magistrate wants to impose interlock, there's no place to get interlock site information. One of the things that would be useful is to have a list of where all the interlock facilities are that. Things like that for people on the front lines would be useful. It's a valuable resource, but we could promote it better. *Debra volunteered to provide interlock facility information.*
 - Clay Abbott said contact information would be good, but the TIDTF has to decide on what direction we want to go with the website.
 - Questions were also raised about social media platforms for the TIDTF. Paige mentioned it was something had been discussed in the past, but there were no current plans to move forward with it at this time.
 - Cecil Marquart suggested establishing a subcommittee to identify the direction and content the website should take on. *If you would like to be a member of the Website Subcommittee, please email Paige at p-ericson@tti.tamu.edu by November 3.*
- Due to time constraints, there were several items that were not discussed:
 - *TIDTF Administration will follow-up with the TxDOT Commission regarding the letter written in support of the creation of a Governor's DWI Task Force.*
 - In the April 2017 meeting, the idea of creating a logo for the Texas Impaired Driving Forum was brought forward. *Please VOTE on the logos by November 10. If you do not care for any of the logos, please provide suggestions on what you would like to see included.*

Vote for a logo here: https://tti.qualtrics.com/jfe/form/SV_00FSZQAIDlr94B7.

 - The TIDTF is establishing an Awards Selection Subcommittee. This Subcommittee will assemble for the purpose of identifying one (or more) organization(s) who have made an impact on impaired driving fatalities, injuries, and crashes in their community. The Subcommittee will establish the guidelines or criteria for awarding an organization, will review nominations for the award, and will select 3-5 nominations to bring forward to the TIDTF for vote. The selected organization will be recognized and awarded at the 2019 Texas Impaired Driving Forum. *If you would like to serve on this subcommittee, please email p-ericson@tti.tamu.edu by November 3.*

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TxDOT Update

Frank Saenz thanked everyone for attending the TIDTF meeting. Saenz indicated there was not much in terms of updates from TxDOT, but TxDOT is ramping up its impaired driving outreach campaigns. He asked David O'Camb (GDC) to speak about these programs.

David introduced the football and holiday campaigns, including the Plan While You Can campaign. Another series of events has been planned for the holiday enforcement period. This is the schedule for TxDOT's Plan While You Can Grassroots Tour:

- Waco – Baylor vs. West Virginia – 10/21
- Waco – Baylor vs. University of Texas – 10/28
- Bryan/College Station - Texas A&M vs. Auburn – 11/4
- Austin – University of Texas vs. Kansas – 11/11
- El Paso – University of Texas at El Paso vs. Louisiana Tech – 11/18
- Austin – University of Texas vs. Texas Tech – 11/24
- Fort Worth – Armed Forces Bowl – 12/23

Lifesavers Conference

Terry Pence indicated that FARS 2016 data had recently been released and that motor vehicle crashes have increased from 2015, including impaired driving fatalities. Terry reminded everyone that this is the time to come together and work towards a solution. We must ways to inform legislature on this issue. Terry also thanked new members for their commitment.

Terry reminded members that the Lifesavers Conference will be held in San Antonio, TX in April 2018 and passed out some promotional materials. For those interested in going, there are a block of rooms available at the GSA rate. They will be filled quickly, so reserve your room as soon as possible. More information can be found here: <https://lifesaversconference.org/>.

Clay asked about people being asked to volunteer at Lifesavers. Terry indicated they will need about 100 volunteers for registration, set-up, etc.

Jim Kuboviak asked that Terry look into the audio at the convention center in San Antonio, as it was terrible at a recent conference he just attended there. Terry said they have several site visits and will look into it.

Gloria Souhami indicated that many of the downtown hotels had expensive parking fees. Others indicated that there are public garages that are a bit cheaper nearby.

Highway Safety Plan Update

Terry indicated that the State of Texas had submitted its Highway Safety Plan and was successful in receiving 405d funds. At this time, the entire amount is unknown due to continuing resolution. One of the requirements is an impaired driving task force approve a strategic plan, which the TIDTF did. As a result, Texas will receive about \$10 million in funds. Efforts are underway to plan for FY 2019. During this past legislature, it was proposed to form a Vision Zero Task Force. The proposed Task Force would have been broader than impaired driving – looking at all fatalities – but it called for representation from State Senators and State Representatives to be part of that membership. That proposal stalled out in the legislature. We will see if it comes back in the next session.

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Clay indicated that there was a big push from a San Antonio coalition for that proposal to move through, and indicated it will likely be proposed on again.

Terry thanked TxDOT sub-grantees for ethics compliance program and the extra effort to do that. It is required for all subgrantees. But the good news is that it's a one-time deal – once an agency is reviewed, it will not have to do it again.

For those interested in submitting proposals for FY 19, the call for proposals is targeted for Nov. 10 or Nov. 17. The end date will be Jan. 11. There will be a training and question sessions during that time period too.

Laura Dean-Mooney asked if state data is included in FARS data. Terry indicated that all he saw was the main release which was only national data, and he has not looked at state data.

Subcommittee Updates

Legislative Subcommittee

Clay indicated that not much passed during the last session. Each of the bills that did pass are summarized on www.dyingtodrink.org website.

As not much passed during the Legislature, Clay spoke about the Prosecutors Task Force. There is a report of minutes of what they discussed and is on the www.dyingtodrink.org website. It is a resource of what prosecutors think the issues are.

TDCAA produced two new training videos: one is an overview of the TxDPS blood toxicology lab and the second is using experts during impaired driving cases. Clay indicated those videos should be online by the end of the week on <https://www.tdcaa.com/dwi/index.html>.

Education Subcommittee

Paige filled in for Dannell Thomas. Paige gave a run-down of the past endeavors: the subcommittee tried to produce two documents – one for the communities and one for schools. The more the subcommittee met, the further it got from its original goals. The subcommittee experienced scope creep. The subcommittee co-chairs met over the summer to reassess. They went back to the original NHTSA recommendation – which was to get evidenced-based curriculum to schools. Therefore, the book that was going to be produced for communities is being put on hold. The new report will include TxDOT funded programs and school evidence based programs.

Amber Trueblood was brought on to spearhead this effort, as she has a background in public health. Amber presented an overview of variable inclusion. Amber went over each of the variables (General Program info, Program Components, and Evidence-based Information). Amber introduced the Qualtrics form that will be used to create uniformity for entering the information, so multiple people could enter information. *The Education Subcommittee will present their findings at the February 8 IDTF meeting.*

Amber indicated the Qualtrics form will be finalized at end of the month. *She asked everyone to let TTI know by October 27 if they have any inclusion criteria to be added. Her contact is [a-trueblood@tti.tamu.edu](mailto:attrueblood@tti.tamu.edu).*

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Finally, Paige let TIDTF know that the Texas Justice Court Training Center spotlight video with member Randy Sarosdy will be shown at the meeting in February. Instead, Clay showed the toxicology laboratory video that TDCAA produced.

Update: [Texans' Attitudes Toward Marijuana](#)

Amber provided an update on a TxDOT-funded project that involved surveying Texans on their attitudes toward marijuana use as well as conduct an analysis of the impacts that legalization of marijuana has on traffic safety.

The PI&E materials that were developed as part of this project can be found online at www.dryingtodrink.org/resources. There is a two-page project summary, three infographics (effects of marijuana on the body, marijuana laws by state, and effects of marijuana on the driving task), and a video.

There were questions about how to print large quantities of these materials. Terry indicated TxDOT Program Managers can print them using the TxDOT print shop. Another question raised was whether focus groups were held for the PI&E materials. Amber indicated there was not this time, but it's something being considered in the future as it is expanded to more social media.

Update: [Leveraging and Enhancing Alcohol Countermeasures to Reduce Drugged Driving](#)

Troy Walden provided an update on a project that the TIDTF participated in during a previous working group. The purpose is to provide everyone with results from that project. Troy indicated the report has been submitted to AAAFTS but it has not been published, but will seek their permission to post it on www.dryingtodrink.org once released.

The purpose of project was to evaluate efficacy of alcohol driving countermeasures on drug impaired countermeasures. Methods included literature review, focus groups, SWOT analysis, subject matter experts (SME) feedback. Troy provided an overview of the results and list of countermeasures identified as most effective, discussing each countermeasure in detail by literature review and by SME workshops.

Nicole Holt asked question on what people said about the ability to detect marijuana and other drugs in the body and how that affects efficacy of countermeasures. Troy indicated that the SMEs including toxicology experts, law enforcement agencies, and DREs, etc. in each group and could speak to those issues. Other drugs and prescription drugs were discussed, but discussion always seemed to focus back on marijuana since that was the issue on everyone's radar at that moment.

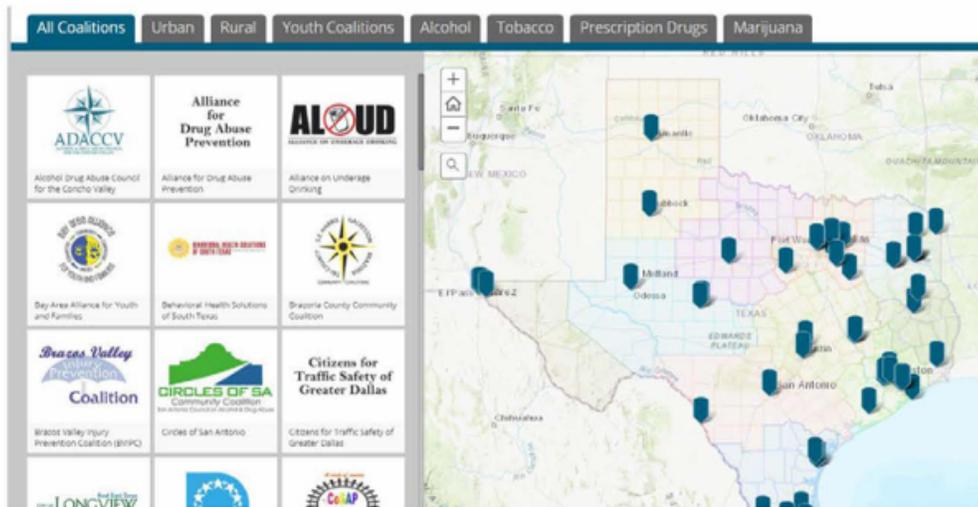
Troy also provided an overview of the SWOT assessments for three countermeasures, as well as the recommended countermeasures. There were no further questions.

Community Coalitions Database

Nicole Holt (TST) presented information about a TxDOT project completed during FY 2017. The project involved building an online database of all the local community coalitions in Texas. Nicole demonstrated the website for everyone, which included an interactive map of Texas. Users can search via region and

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substance, among others. The coalitions can be selected on the left hand side of the screen (where the general listing is), or click on the interactive map for additional detail.



The website is temporarily located at <https://coalitions.texasstandingtall.org/>. Nicole indicated that the website will eventually be located a different URL, but it can be accessed here until the TST website is revamped. For more information, contact Nicole at nholt@texasstandingtall.org.

Working Group Activity – Strategic Highway Safety Plan

Dr. Eva Shipp (TTI) provided an overview of the working group activity which involved developing specific action plans for the top 5 impaired driving countermeasures, as selected at the 2017 Traffic Safety Conference by safety stakeholders. Eva explained that the Texas SHSP is a strategic plan that investigates several critical emphasis areas of highway safety, including impaired driving. The process of developing the 2017-2021 SHSP involved assembling “emphasis area team experts” for each of the components of the plan. The emphasis area teams developed data-driven countermeasures for each of the specified highway safety areas. These countermeasures were ranked by the 2017 Traffic Safety Conference participants. Conference participants also began identifying action plans for the top 5 ranked countermeasures in each of the safety emphasis areas.

The purpose of the working group activity is to give DWI stakeholders a chance to more closely look at the countermeasures that were selected, to ensure the wording of each countermeasure is appropriate, and to expand upon the action plans that were completed at the Conference. Eventually, each of the countermeasures that are listed in the Texas SHSP will have associated action plans.

The TIDTF was divided into 5 groups – each of which worked on a different impaired driving countermeasure. The following are the action plans developed by each of the work groups. Due to time, no report-back was given to the larger Task Force. Work group notes will be shared with the impaired driving emphasis area team of experts. An update of the work that has progressed since our October 2017 meeting will be given at the February 2018 meeting.

Group 1:

Original Wording

Strategy #1: Utilize data systems to identify alcohol licensed and permitted locations within a community and Alcoholic Beverage Code violation history at these locations to determine any correlation with alcohol related crashes

Countermeasure: Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community and Texas Alcohol Beverage Control (TABC) licensing data.

Group Notes from 2017 Traffic Safety Conference

Step 1: Combine data/collaborate with state and local entities
(Lead organizations: TxDOT, TABC, TST)

Step 2: Analyze data, map data, and prioritize areas to focus on (deadly & SBI crashes) to focus on communities with high probability for impaired driving issues
(Lead organizations: TST, TxDOT)

Step 3: Work with community coalitions and advocacy groups to promote comprehensive action plan.
(Lead organizations: TxT, TxDOT)

Effectiveness: ***

Cost to implement: \$\$\$

Time to implement: medium

Barriers

- Decreased funding from NHTSA
- Time constraints from local coalitions/task forces
- Data may not work together
- This only addresses alcohol data – what happens when drugged driving is present (direct data mechanism)?

Group Notes from 10.12.17 Meeting

Big idea: taking what we know about alcohol outlet density and concentration of crashes, taking the output and doing something with it.

FARS or CRIS data (TxDOT) and taking licensing data (TABC) and overlaying them against each other, and then TST assessing the output with their mapping of coalitions in the state. Integrating, identifying violations (over-service, etc.) correlating with crashes, and then saying what coalitions exist are already in the area that can help.

What can we do with what we already have. Data exists. Do something with it because density has impact on crime and crashes.

Looking at all TABC locations, TxDOT priority areas, and what we already have.

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TABC challenges:

- Sharing the data is difficult
- Database wasn't meant to export
- Restriction in TABC code in regards to sharing
- Can share violation and locations but not licensing data
- Peace officer issued violations is in TABC data, but if other agency issues violation it won't be in TABC data
- Festival and special event licenses are still done on paper in notebooks, not electronic. (Temporary licensing is issued to actual licensed establishment, so festival violations will not reflect location accurately).
- Code does not allow for density criteria/questions, so drastic changes would be needed to change to collect that data. Excise tax also done by hand so can't be used to determine density.

First step is figuring out how to get to the data and make it user friendly. Build the system to figure out how to get user friendly data.

Does Strategy 1 wording need to be changed? YES.

Utilized need to be changed to collect or analyze. violation needs to be changed to licensing. Violations can be important but the location of where people are leaving is more important than just violations.

Define correlation: intentionally broad term, maybe identified or relationship better?

Analyze data systems to identify alcohol licensed and permitted locations within a community and Alcoholic Beverage Code public safety violation history at these locations to determine any correlation (relationship?) with alcohol related crashes.

Countermeasure 1a word change? YES.

Enormous task, so limit to alcohol. Change impaired driving to alcohol impaired and has relationship to TABC licensing.

Citations don't make it to records so change to arrests. Local PD data needed to make this successful. However, if there is not a crash, how does this data get reported? It doesn't. GAP. Add "identifying gaps" to language. Coming back around, let's get back to crashes, we HAVE that data, let's go with what we have.

Roadway, etc. is another layer that can be built on later, and doesn't solve impaired driving crashes.

Develop, maintain and identify data gaps to identify (determine?) correlations between alcohol impaired driving crashes and TABC licensing data.

Overall purpose: to identify TABC efforts and give cities a better idea of how to utilize resources. If there's no correlation with data of crashes and licensed vendors then look elsewhere to find source of problem.

Is it a licensing issue for commercial setting or drinking at someone's home? Depending on data, may need social host law looked at.

Long term goal - Multiple layers, future implications are huge. As reporting becomes mandated, data sets grow and more analysis can be done/build on it. Applied to prescription meds, etc.

Data Sets Utilized: FARS, CRIS, TABC location data (or more if possible)

Contacts and Agencies to be contacted:

Who should help with the plan, make sure it's feasible?

DPS, Texans Standing Tall, TxDOT, TABC, Trauma registry at Department of Health Services.

Steering committee at TxDOT is already working on it?????? Kind of but haven't met in a long time.

Reaching out, checking with organizations to see who is already working on it, letter of support, identifying gaps.

What are the constraints?

Data limitations. Establishing causation.

Where will this data be housed?

Needs to be stable with permanent funding so data doesn't disappear. Licensing information will be kept at TABC just needs to be made more easily accessible. No easy answer, but Texas Standing Tall is a reasonable option. Third party, not agency, seems to be best. (Seems TST is offering.)

Once data is there, what do we do with it?

Made for public, provide it to law enforcement as starting point, saturation patrol, start gathering other data, layer that data. Share it and leverage it for additional data. Furthermore, bring agencies together with communities to craft community strategies.

What level of analysis:

Statewide data, drop it down to counties, cities... GIS. State model to county to city, developing priorities at each level. See patterns. Visualization. Making data useful – searchable tool.

If data is not readily available:

Use data that is available and identify gaps to shoot for in future.

TABC Fun Facts:

- Sting operation data is there, but need to know more information on what kind of sting was done for data to be meaningful.
- TABC mobile is an app with GPS data.
- TABC complaint data is useful.
- Easier for TABC to revoke licenses for drug violation than alcohol.

Group 2:

Original Wording:

Strategy #2: Increase education for all road users on the impact of impaired driving and its prevention.

Countermeasure: Demonstrate to all road users the magnitude of the cost and liability exposure associated with impaired driving crashes resulting in injury and or fatality.

NOTE: This countermeasure (CM) was not worked on during the Traffic Safety Conference. Due to two measures in the original top 5 being combined, this was moved up later to be included as a top 5 CM, thus the level of detail might not be as much as some of the other CMs. Additionally, the nature of this CM is extremely broad, encompassing a variety of organizations and methods to produce the same result. The group wanted to make sure that it is noted that the list of programs is not an exhaustive list,

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rather one that was come up with during the limited amount of time and resources (such as looking up all the programs currently funded by TxDOT) allotted during the break out session. Most all TxDOT funded programs with any public outreach perform demonstrate costs and liability in some extent to the public. It is also not limited to TxDOT programs.

Does this countermeasure need rewording? Does it capture what you want?

The group initially doesn't know exactly what it is trying to say.

Impact covers multiple things so we like that term.

What impaired driving "costs" in terms of the "impact" (loss of life, financial, emotional, etc.)

"Make the impact of impaired driving relevant to Texans"

Yes, it does need to be reworded. If this is a Texas plan, then ultimately everyone is a road user in some form or fashion.

"Demonstrate to the public the magnitude of the cost and liability associated with impaired driving crashes resulting in deaths, injuries, and other losses."

What does this countermeasure mean to YOU? What is "demonstrating"?

Education through paid media, earned media, outreach/speakers, technology, etc.

What is liability? How will we define liability?

Consequences - Financial, emotional, legal, personal responsibility, criminal punishment, etc.

Who, what, and how are we "demonstrating" this information?

- Employers
 - Liability and costs
 - Resources and tools
 - National Safety Council
 - Multiple TxDOT programs
 - Insurance companies
 - Texas Department of Insurance
 - State Office of risk management
 - Texas Municipal League
- Pre-K-College
 - Educator Kits
 - Resources and tools
 - **Multiple TxDOT programs**
 - Teens in the Driver Seat
 - Texans Standing Tall
 - Watch URBAC
 - Region 6 Education Service Center
 - RED Program
 - TMCEC/DRSR
 - MADD
 - TABC
 - Project Celebration
 - PTA/PTO

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- FCCLA
 - SADD
- Older Adults/Much Older Adults
 - **Multiple TxDOT programs**
 - BSW Mature Drivers
 - CarFit
 - Watch URBAC
- Criminal Justice System – Judicial System
 - TMCEC/MTSI
 - TDCAA
 - Texas Center for the Judiciary
 - Office of Court Administration
- Law Enforcement
 - How they can communicate this information from there
- Medical Community
 - Hospitals
 - Trauma Centers
 - DSHS
- Social Welfare (CPS)
- Community Groups (Faith based groups, athletic groups, civic groups, neighborhood groups, etc)
- Coalitions

Who is leading this effort currently? Do we need more vendors to lead this effort?

N/A – see above

No more vendors needed

How is this being done currently? And how is this being evaluated/calculated? What is the “return of investment” or how is success measured?

Lower deaths, injuries and costs due to impaired driving

Poll of the public on how significant of a threat is impaired driving (before and after)

What is the plan for future improvements?

Funding to allow for improved data collection and reporting

More emphasis placed on evaluating the effectiveness of programs

Group 3:

Original Wording:

Strategy 3: Increase officer contacts with impaired drivers through regular traffic enforcement.

Countermeasure: Use a data driven approach to optimize areas and times for enforcement.

Group Notes from 2017 Traffic Safety Conference

Step 1: Data analysis – survey cross section of agency resources/capacities across state

Step 2: Determine efficient means to provide DDACTS resources to agencies

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Step 3: Direct law enforcement DWI resources to use pertinent data. Align STEP deployments with data hot post locations

Step 4: Identify data analysis resources – staffing/software

- Contact crime analysis professional groups
- Make DDACTS presentation to the Texas Impaired Driving Task Force

Step 5: Further utilize data in a proactive method to conduct meetings with DWI problem sources/bars (Lead organization: TABC)

Effectiveness: **

Cost to implement: **

Time to implement: medium

Barriers:

- Disparate data capacities of various agencies
- Manpower – hours to process
- Lack of agency resources

Notes from 10.12.17 Meeting:

The group agreed that traffic safety is not a priority for police chiefs, city government officials (mayor, city council members, etc.), or even citizens. These actors focus much more on crime, even in communities where crime is low and an individual is far more likely to be injured or killed as a result of a crash than as a victim of a crime. Before even beginning to think about types of analyses, software, etc. (which were some of the steps developed at the traffic safety conference), this group said data needs to be used to make traffic safety a priority for the actors listed above.

The group recommended that the best way to do that is to provide the analysis directly to law enforcement, instead of asking law enforcement to do the analysis themselves. The analysis should be done by TxDOT or another 3rd party (there was not much discussion on the type of crash analysis to be done, software, etc.).

Once the police chiefs, city governments, citizens, are “hooked” on the crash data and see the importance of traffic safety, then the focus can shift from giving law enforcement the completed analysis to providing training to allow law enforcement to do the analysis themselves.

As far as funding, the group agreed that law enforcement and local governments have limited funding to contribute to a TxDOT/3rd Party Analysis or to training. No specific funding sources beyond just saying TxDOT were identified.

Wording Changes

For the wording of the strategy, the group recommended adding “and targeted” so the strategy would read, “Increase officer contacts with impaired drivers through regular **and targeted** traffic enforcement.” For the strategy, the group recommended adding a word along the lines of level, amount, or volume (preferred word wasn’t agreed to), so the strategy would read “Use a data driven approach to optimize areas, **level/amount/volume**, and times for enforcement.

- Step 1. Get LE, city councils, and local government, to place more emphasis on traffic enforcement.
- A LEA can only do what the community will allow. Have to get the community behind traffic enforcement. Make the community aware of traffic safety data. TxDOT does promote awareness, especially DWI issue. Highway signs do promote annual fatalities.
 - News media doesn't capture traffic safety issues. Numbers don't relate to people. Relate DWI fatalities to something else (example, numbers killed in war).
 - Countering the idea that is promoted that traffic enforcement is minor.
 - Maybe get a small but vocal group to support traffic enforcement.
 - Have citizens show that it is a priority to the LEA.
 - Promote this in a citizen's police academy.
 - Communicate with groups that have been critical of LE such as BLM.
- Step 2. Educate police, especially administrators. Can do through IACP conferences. Do the work for them. Send them the analysis. Have to get the chiefs to go for it. Whole concept of looking at crash data needs to be pushed out. Can small and mid-sized agency do the analysis that a larger agency can? To sell it you have to give it to them. If they see the data, they may make it more of a focus.

Have to get the citizens and the chief on board.
Tools on how to present data. Model presentation.
Provide data to agency and local government, then keep it going by providing the training for agency to keep updating the analysis themselves.
Doubtful local government has money to contribute to training.
Find ways to fund analyst position.
Data isn't good unless it used. A way to get them to use it is to give it to them.
Require DDACTS report to be submitted by agency for IDM grants.

Group 4:

Original Wording

Strategy 4: Improve mobility options for impaired road users

Countermeasure: (4c) Promote trip planning, including designated drivers, public transportation, taxis, and alternate transportation service companies. (4a) Educate the public and community leaders on methods for identifying mobility options at the community level.

Group Notes from 2017 Traffic Safety Conference

Step 1: Community outreach to identify groups, coalitions, and partners
(Lead organization: TxDOT)

Step 2: Identify 5 major or prime partners (restaurants, distributors, universities, events, etc.)
(Lead organization: TxDOT)

Step 3: Identify need areas both urban and rural. Identify current modes of transportation and identify gaps.
(Lead organization: TTI, TABC)

Step 4: Evaluate and access

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(Lead organization: TTI, sub-grantee)

Step 5: Partner with a company to build an app based on all modes including local or community based – user generated content and link to local events and info

(Lead organization: TxDOT, marketing agency, major partner)

Step 6: Advertise partner with marketing agency, work with print shop to print and distribute, work with partners and coalitions to distribute and work with partner groups to advertise as well

(Lead organization: TxDOT, marketing agency, community partners)

Step 7: Evaluation of effectiveness

(Lead organization: TTI, sub-grantee)

Effectiveness: ***

- Very effective but Texans like independence and rural areas don't have much
- Urban areas have companies and multiple options – so even more vital in rural areas
- In rural areas if there are large events they if available but not every day
- If promoted enough it can be very effective
- Some bus lines (for example) that people are too intoxicated – even others like Lyft and Uber have these issues
- Get out to business so they can help advertise and promote
- Uber and Lyft cost so it's not public transportation – rural areas don't have
- Austin doing a pilot program for a ride share program
- In rural areas maybe partner with faith-based communities and may have them apply for grant
- For re-offenders partner with organizations and groups about public transportation options – like a DWI course

Cost to implement: \$\$

- A lot of word of mouth and partnerships, but definitely advertising

Time to implement: short

Barriers

- Issues with faith-based groups and schools that may have issues with encouraging drinking
- Rural areas and the availability of any transportation – working with faith-based groups, bars to build partnership

Group Notes from 10.12.17 Meeting

Change Wording of Strategy #4:

Suggested: Improve mobility and use of options for impaired road users.

Change wording of Countermeasures 4a/4c to be combined as one countermeasure:

Educate the public and community leaders on methods for sober rides including trip planning, designated drivers, public transportation, taxis, and alternative transportation service companies.

Discussion topics: Access to smart phones, apps that like SoberRides.org; issue of can drunk people use their phone or app; SoberRides.org was developed by ad agencies (GDC advertising would need to be involved in changes to SoberRides.org); discussed plan while you can; how can we best educate folks about the available website; is there a place people could go to sober up? A business, hotel, area...this would need to be in the entertainment areas, but there may be issues getting people to provide space-could be a 24 hour diner type establishment. This option might be a good option in rural areas. Rural areas may over holidays- partner with hospitals for free rides, maybe we could build on that so it isn't just for New Years Eve, for example. Expand these types of programs like those at universities. SoberRides.org-reviewed website in urban and rural locations. Discussed whether SoberRides.org should include a cost estimate.

Who beyond TxDOT could take a lead on countermeasures: Texans Standing Tall (Nicole Holt); 17 TSSs in 25 TxDOT districts with coalitions; AAA members, the Impaired Task Force members; Insurance companies such as Nationwide, State Farm, AAA, etc, American Beverage Institute, regional hospitals in rural areas, universities/educational institutions. Could they be approached for sponsorship, coalition development?

Evaluate/determine *best practices* for university-based carpool programs, include enforcement perspective, identify liability issues, how to best train college students in all aspects including dealing with drunk students, driving passenger vans/vehicles which are different to drive. Identify campuses with programs, connect with them, develop core set of question from different stakeholder perspectives, conduct evaluation; could be completed by an agency like TTI/sponsor a student senior thesis, Masters project; needs to be a regional assessment since regions can be different even if the student profiles are similar; identify why programs are and aren't being used / barriers to use. Teens in the Driver Seat/University U-Lisa Minjares. Facilitate contact with former carpool volunteer through Dottie McDonald.

Get carpool linked on SoberRides.org

Step 3: stratify by metropolitan, urban, and rural (define the geographies-adopt existing definitions); crash data analysis, ER patients/talking to hospitals-identify injury prevention people; Dan Dao identify use of linked data; examine arrest data since not all impaired drivers crash;

Discussed why TABC was listed-could it be when officers try and capture where the last drink was consumed. Is there a specific location that is over serving drinks?

Step 3 continued: Discussed meaning of the word "area" under step 3; is it identifying high-risk communities; what do those communities have? What are their gaps; step 3 has two steps: (a) Identify communities with the greatest problem (b) Evaluate access to resources to address this problem in high risk communities;

Most people in rural areas are coming from the metropolitan areas

Issue of non-English speakers: Are their apps for those populations? There is a Spanish version of SoberRides.com

Step 5 formerly 4: Evaluate existing modes including access to these modes in 2 high need areas for each geographic level.

Step 6 formerly 5: the app we discussed-could be a TxDOT grant; if it is part of SoberRides.org then GDC would need to be involved, but if it is a separate app-it could be a different lead agency. It maybe be

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beneficial for branding purposes to stick with the name SoberRides.org. Should tap into university resources. Extra information for visitors to the city especially during big events like ACL-particularly advertising free/discounted rides during specific events; would want hotel to add into their scrolling information and scroll information on the monitors during the event-include Chamber of Commerce; there would need to connect to SoberRides.org and some cost information. Really promote Plan While You Can in the scrolling outlets. Identify areas that are not getting the PSAs. Need to test methods in high risk populations. Use social media outlets.

Step 7 formerly 6: Many of the advertising aspects listed above. Need to consider campaigns in rural areas for campaigns including VFW halls, churches & faith-based, cultural community centers.

Step 8 formerly 7: Evaluate effectiveness of the implemented countermeasures. Examine same data (crash, arrest, ER) that we examined before to see if anything changed.

Group 5:

Original Wording

Strategy 5: Increase data, training, and resources for prosecutors and officers in the area of drugged driving

Countermeasure: Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE) training

Group Notes from 2017 Traffic Safety Conference

Note: There were two groups at the traffic safety conference that discussed this topic. Below are their group notes.

GROUP 1:

Step 1: Schedule MORE classes across the state

- Free classes and materials
- SFST update and 24-hour course and instructor

(Lead: Texas SFST)

Step 2: Schedule MORE classes across the state

- Free classes and materials
- ARIDE (2-day); DRE (152 hours)

(Lead: ARIDE, DRE)

GROUP 2:

Step 1: Increase grand funding (NHTSA, TxDOT)

Step 2: Increase awareness (MADD, PD agencies, other partners, LE academies)

Step 3: Increase regional SFST & ARIDE trainings

Step 4: Increase DRE trainings

Effectiveness: ***

Cost to implement: \$\$

Time to implement: short

Barriers:

- Geography

- Travel cost for agencies (time cost & salary)
- Funding
- Agency support
- Agency staffing

Commitments to attend because courses are free

Notes from 10.12.17 meeting

Note: This working group stratified each of the trainings into separate countermeasures.

Countermeasure #1: Continue and increase Standardized Field Sobriety Testing Trainings.

*Background Notes: 180 SFST refresher course taught annually; 2,272 officers trained in SFST refresher course; 9 SFST practitioner courses conducted annually with 104 officers trained; 5 SFST Instructor courses conducted annually with 76 officers trained (2016-2017) *Source TMPA SFST Training Program*

Objective: To Increase the number of SFST training courses in Texas.

Objective: To increase the number of SFST trainings in underserved counties.

- Conduct county assessment of SFST trainings to determine areas of the state where gaps in training exist.
- Reach out to counties with low commitment to SFST training.
- Work with DPS and County Sheriff Departments in rural underserved areas to promote SFST training and multijurisdictional approach to providing training opportunities.
- Promote SFST training courses Chief of Police, Sheriffs and Constable Associations.
- Promote extension outreach to underserved rural counties to garner interest in SFST training.
- Work with rural and underserved council of governments, traffic safety coalitions and TxDOT TSSs to promote SFST training opportunities.

Objective: To increase the number of SFST trainings in areas of the state with elevated KAB ETOH related crashes.

- Market SFST training to areas strongly impacted with high KAB crashes that are alcohol involved.
- Conduct KAB ETOH crash analysis to identify areas of the state where there is a significant need for SFST training.
- Work with DPS and County Sheriff Departments in KAB ETOH elevated crash areas to promote SFST training.
- Promote a multijurisdictional approach to providing training opportunities in KAB ETOH elevated crash areas.
- Promote extension outreach to KAB ETOH elevate crash counties to garner interest in SFST training.
- Work with council of governments, traffic safety coalitions and TxDOT TSSs to promote SFST training in KAB ETOH elevated crash areas to promote SFST training opportunities.

Objective: To increase funding resources that supports that states effort for conducting more SFST trainings.

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- Lower match requirements from NHTSA from 20% in order to dedicate more of the federal dollars to increase the number of SFST trainings.
- Utilize NHTSA incentive funding dollars to increase Texas SFST trainings.
 - Note: This would be due to Texas being an at risk state (> ETOH fatalities than the national average).
- Increase opportunities for allowable match dollar to be met faster for the NHTSA minimums to participate in SFST grant opportunities.
 - Note: *This would allow match percentage to be met more easily so that federal dollar amounts could be accessed faster.*
- Redirect federal grant dollars from underrun projects to a fund specifically for increasing SFST training opportunities.
 - Note: *Since underrun dollars roll over to TxDOT for 3 years (2 years +1), reallocate the overrun funds to support increasing SFST trainings.*
 - Note: Using the reallocation of underrun dollars can help to offset cost of attending SFST course. Use the financial surplus to cover agency costs such as travel, lodging and meals for officers attending the SFST training course. This incentivized agencies to send officer to training due to agency cost savings.
 - Note: Reallocation of underrun dollars could be used as an incentive for STEP agencies to send officers to SFST trainings.

Objective: To increase human capitol resources for increasing the number of SFST trainings offered.

- Conduct county assessment of SFST trainings to determine counties with SFST instructors eligible to train SFST courses.
- Identify SFST Instructors and reach out to them to perform more courses.
- Work with DPS and County Sheriff Departments in rural underserved areas to promote SFST training and multijurisdictional approach to providing training opportunities.
- Promote outreach to counties that have no SFST instructors to garner interest in training.
- Work with rural and underserved council of governments, TMPA, Texas DPS and TxDOT TSSs to promote SFST Instructor training opportunities.
 - Note: There is a significant need to identify and market the importance of SFST training to law enforcement agency administrators.
 - Note: Explain the importance of SFST training and its impact on supporting blood and breath evidence.
- Utilize SFST trainings courses to promote SFST Instructor, ARIDE and DRE training courses.
- Promote SFST refresher training to law enforcement academies who conduct SFST practitioner training as part of the basic academy curriculum.
 - Note: There is a significant need to refresh academy graduates with SFST principles as a result of lost knowledge through a lengthy academy course of instruction. Often the SFST training is provided early in the academy curriculum and information is lost due to demands of learning other material.

Objective: To increase marketing strategies that support increasing SFST course training.

- Continue to promote SFST practitioner training at the basic academy level as part of the TCOLE curriculum.
- Continue to market and promote SFST training to law enforcement agencies through the effort of TMPA and other training providers.

- Continue to market and promote SFST training to law enforcement agencies at traffic safety conferences, workshops and events.
- Continue to market and promote SFST training through multi-media efforts such as websites, social media and direct marketing opportunities.

Objective: To identify gaps in training that reduce scheduling opportunities for SFST training in Texas.

- Assess relevance of DWI enforcement in the context of prioritization of service calls.
 - Note: There is a significant need to understand how calls for service (reactive policing) impacts the ability of officers to self initiate (proactive policing) impaired driving enforcement activity.
- Identify DWI enforcement as a priority service element that reinforces need for SFST training.
- Priority for wet lab (alcohol workshops) immersion training opportunities as opposed to video lab.
 - Note: There is a significant need to require wet lab (alcohol workshops) to help demonstrate to students evidence of impairment associated with SFST test battery and so that they may experience impairment associated with testing methods.
- Allow liquor purchase for wet labs as a justified grant expense.
 - Note: Currently agencies are paying for alcohol for wet labs and cant charge the costs back to the grant as match because it is an unallowable cost. For wet labs to be done the instructor must pay out of pocket for alcohol which can be a limitator for conducting SFST training courses and wet labs.

Countermeasure #2: Continue and increase Advanced Roadside Impaired Driving Enforcement (ARIDE) Trainings.

Objective: To increase the number of ARIDE training courses in Texas.

Objective: To increase the number of ARIDE trainings in underserved counties.

- Conduct county assessment of ARIDE trainings to determine areas of the state where gaps in training exist.
- Reach out to counties with low commitment to ARIDE training.
- Work with DPS, Texas Parks and Wildlife and County Sheriff Departments in rural underserved areas to promote ARIDE training and multijurisdictional approach to providing training opportunities.
 - Note: Multijurisdictional approach includes teaming with other law enforcement agencies in the region to pull resources to host and conduct ARIDE training courses.
- Promote ARIDE training courses Chief of Police, Sheriffs and Constable Associations.
- Promote extension outreach to underserved rural counties to garner interest in ARIDE training.
- Work with rural and underserved council of governments, traffic safety coalitions and TxDOT TSSs to promote ARIDE training opportunities.

Objective: To increase the number of ARIDE trainings in areas of the state with elevated KAB ETOH and other drug related crashes.

- Market ARIDE training to areas strongly impacted with high KAB crashes that are alcohol and drug involved.

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- Conduct KAB ETOH and other drug crash analysis to identify areas of the state where there is a significant need for ARIDE training.
- Work with DPS and County Sheriff Departments in KAB ETOH and other drug elevated crash areas to promote ARIDE training.
- Promote a multijurisdictional approach to providing training opportunities in KAB ETOH and other drug elevated crash areas.
- Promote extension outreach to KAB ETOH and other drug elevated crash counties to garner interest in ARIDE training.
- Work with council of governments, traffic safety coalitions and TxDOT TSSs to promote ARIDE training in KAB ETOH and other drug elevated crash areas to promote ARIDE training opportunities.

Objective: To increase funding resources that supports that states effort for conducting more ARIDE trainings.

- Lower match requirements from NHTSA from 20% in order to dedicate more of the federal dollars to increase the number of ARIDE trainings.
- Utilize NHTSA incentive funding dollars to increase Texas ARIDE trainings.
 - Note: This would be due to Texas being an at risk state (> ETOH and other drug fatalities than the national average).
- Increase opportunities for allowable match dollar to be met faster for the NHTSA minimums to participate in ARIDE grant opportunities.
 - Note: This would allow match percentage to be met more easily so that federal dollar amounts could be accessed faster.
- Redirect federal grant dollars from underrun projects to a fund specifically for increasing ARIDE training opportunities.
 - Note: Since underrun dollars roll over to TxDOT for 3 years (2 years +1), reallocate the overrun funds to support increasing ARIDE trainings.
 - Using the reallocation of underrun dollars can help to offset cost of attending ARIDE course. Use the financial surplus to cover agency costs such as travel, lodging and meals for officers attending the ARIDE training course. This incentivized agencies to send officer to training due to agency cost savings.
 - Reallocation of underrun dollars could be used as an incentive for STEP agencies to send officers to ARIDE trainings.

Objective: To increase human capital resources for increasing the number of ARIDE trainings offered.

- Conduct county assessment of ARIDE trainings to determine counties with ARIDE instructors eligible to train ARIDE courses.
- Work with ARIDE instructors and practitioners to obtain recommendations for candidates who are interested in attending ARIDE training courses.
 - Note: Qualifications to attend ARIDE training require that the candidate has attended and successfully completed the SFST training course and that they can pass a SFST proficiency examination in the presence of an SFST or ARIDE instructor.
- Identify ARIDE Instructors and solicit to them to perform more courses.
 - ARIDE instructors may not be delinquent in their DEC recertification status and must have completed a DEC instructor training course.

- Work with DPS, Texas Parks and Wildlife and County Sheriff Departments in rural underserved areas to promote ARIDE training and multijurisdictional approach to providing training opportunities.
- Promote outreach to counties that have no ARIDE instructors to garner interest in training.
- Work with rural and underserved council of governments, Sam Houston State University, Texas DPS and TxDOT TSSs to promote ARIDE Instructor training opportunities.
 - Note: There is a significant need to identify and market the importance of ARIDE training to law enforcement agency administrators.
 - Note: Explain the importance of ARIDE training and its impact on supporting blood and breath evidence
- Utilize ARIDE trainings courses to promote DEC and SFST training courses.
- Promote SFST refresher training to law enforcement agencies who conduct ARIDE practitioner training.

Objective: To increase marketing strategies that support increasing ARIDE course training.

- Continue to promote ARIDE practitioner training at SFST and DEC training courses.
- Continue to market and promote ARIDE training to law enforcement agencies through the effort of Sam Houston State University and other training providers.
- Continue to market and promote ARIDE training to law enforcement agencies at traffic safety conferences, workshops and events.
- Continue to market and promote ARIDE training through multi-media efforts such as websites, social media and direct marketing opportunities.

Objective: To identify gaps in training that reduce scheduling opportunities for ARIDE training in Texas.

- Assess relevance of DWI enforcement in the context of prioritization of service calls.
 - Note: There is a significant need to understand how calls for service (reactive policing) impacts the ability of officers to self-initiate (proactive policing) impaired driving enforcement activity.
- Identify DWI enforcement as a priority service element that reinforces need for ARIDE training.
- Priority for wet lab (alcohol workshops) immersion training opportunities as opposed to video lab.
 - Note: There is a significant need to require wet lab (alcohol workshops) to help demonstrate to students evidence of impairment associated with ARIDE test battery and so that they may experience impairment associated with testing methods.
- Allow liquor purchase for wet labs as a justified grant expense.
 - Note: Currently agencies are paying for alcohol for wet labs and can't charge the costs back to the grant as match because it is an unallowable cost. For wet labs to be done the instructor must pay out of pocket for alcohol which can be a limitation for conducting ARIDE training courses and wet labs.

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Countermeasure #3: Continue and increase Drug Evaluation and Classification (DEC) Trainings.

Objective: To increase the number of DEC training courses in Texas.

Objective: To increase the number of DEC trainings in underserved counties.

- Conduct county assessment of DEC trainings to determine areas of the state where gaps in training exist.
- Reach out to counties with low commitment to DEC training.
- Work with DPS, Texas Parks and Wildlife and County Sheriff Departments in rural underserved areas to promote DEC training and multijurisdictional approach to providing training opportunities.
 - Note: Multi-jurisdictional approach includes teaming with other law enforcement agencies in the region to pull resources to host and conduct DEC training courses.
- Promote DEC training courses Chief of Police, Sheriffs and Constable Associations.
- Promote extension outreach to underserved rural counties to garner interest in DEC training.
- Work with rural and underserved council of governments, traffic safety coalitions and TxDOT TSSs to promote DEC training opportunities.

Objective: To increase the number of DEC trainings in areas of the state with elevated KAB ETOH and other drug related crashes.

- Market DEC training to areas strongly impacted with high KAB crashes that are alcohol and drug involved.
- Conduct KAB ETOH and other drug crash analysis to identify areas of the state where there is a significant need for DEC training.
- Work with DPS and County Sheriff Departments in KAB ETOH and other drug elevated crash areas to promote DEC training.
- Promote a multijurisdictional approach to providing training opportunities in KAB ETOH and other drug elevated crash areas.
- Promote extension outreach to KAB ETOH and other drug elevated crash counties to garner interest in DEC training.
- Work with council of governments, traffic safety coalitions and TxDOT TSSs to promote DEC training in KAB ETOH and other drug elevated crash areas to promote DEC training opportunities.

Objective: To increase funding resources that supports that states effort for conducting more DEC trainings.

- Lower match requirements from NHTSA from 20% in order to dedicate more of the federal dollars to increase the number of DEC trainings.
- Utilize NHTSA incentive funding dollars to increase Texas DEC trainings.
 - Note: This would be due to Texas being an at risk state (> ETOH and other drug fatalities than the national average).
- Increase opportunities for allowable match dollar to be met faster for the NHTSA minimums to participate in DEC grant opportunities.
 - Note: This would allow match percentage to be met more easily so that federal dollar amounts could be accessed faster.
- Redirect federal grant dollars from underrun projects to a fund specifically for increasing DEC training opportunities.

- Note: Since underrun dollars roll over to TxDOT for 3 years (2 years +1), reallocate the overrun funds to support increasing DEC trainings.
- Note: Using the reallocation of underrun dollars can help to offset cost of attending DEC course. Use the financial surplus to cover agency costs such as travel, lodging and meals for officers attending the DEC training course. This incentivized agencies to send officer to training due to agency cost savings.
- Note: Reallocation of underrun dollars could be used as an incentive for STEP agencies to send officers to DEC trainings.

Objective: To increase human capital resources for increasing the number of DEC trainings offered.

- Conduct county assessment of DEC trainings to determine counties with DEC instructors eligible to train DEC courses.
- Work with DEC instructors and practitioners to obtain recommendations for candidates who are interested in attending DEC training courses.
 - Note: Qualifications to attend DEC training require that the candidate has attended and successfully completed the SFST training course and that they can pass a SFST proficiency examination in the presence of an SFST or DRE instructor.
- Identify DEC Instructors and solicit to them to perform more courses.
 - DEC instructors may not be delinquent in their recertification status and must have completed a DEC instructor training course.
- Work with DPS, Texas Parks and Wildlife and County Sheriff Departments in rural underserved areas to promote DEC training and multijurisdictional approach to providing training opportunities.
- Promote outreach to counties that have no DEC instructors to garner interest in training.
- Work with rural and underserved council of governments, Sam Houston State University, Texas DPS and TxDOT TSSs to promote DEC Instructor training opportunities.
 - There is a significant need to identify and market the importance of DEC training to law enforcement agency administrators.
 - Explain the importance of DEC training and its impact on supporting blood and breath evidence
- Utilize DEC trainings courses to promote DEC Instructor and ARIDE training courses.
- Promote DEC refresher training to law enforcement agencies who conduct DEC practitioner training.
 - Note: There is a significant need to refresh DEC practitioners with DEC principles every two years as part of re-certification.

Objective: To increase marketing strategies that support increasing DEC course training.

- Continue to promote DEC practitioner training at SFST and ARIDE training courses.
- Continue to market and promote DEC training to law enforcement agencies through the effort of Sam Houston State University and other training providers.
- Continue to market and promote DEC training to law enforcement agencies at traffic safety conferences, workshops and events.
- Continue to market and promote DEC training through multi-media efforts such as websites, social media and direct marketing opportunities.

Objective: To identify gaps in training that reduce scheduling opportunities for DEC training in Texas.

- Assess relevance of DWI enforcement in the context of prioritization of service calls.

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- Note: There is a significant need to understand how calls for service (reactive policing) impacts the ability of officers to self-initiate (proactive policing) impaired driving enforcement activity.
- Identify DWI enforcement as a priority service element that reinforces need for DEC training.
- Priority for wet lab (alcohol workshops) immersion training opportunities as opposed to video lab.
 - Note: There is a significant need to require wet lab (alcohol workshops) to help demonstrate to students evidence of impairment associated with DEC test battery and so that they may experience impairment associated with testing methods.
- Allow liquor purchase for wet labs as a justified grant expense.
 - Note: Currently agencies are paying for alcohol for wet labs and can't charge the costs back to the grant as match because it is an unallowable cost. For wet labs to be done the instructor must pay out of pocket for alcohol which can be a limitation for conducting DEC training courses and wet labs.

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Texas Impaired Driving Task Force

October 12, 2017 Meeting | 9:00 AM – 3:15 PM

Norris Conference Center | 2525 W. Anderson Lane, Ste. 365 | Austin, TX 78757

Last	First	Organization	Signature	Are you attending this meeting as a volunteer?
Abbott	Clay	Texas District and County Attorneys Association	<i>W. H. Abbott</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Busbee	Mark	ADAPT / FRIDAY	<i>Mark Busbee</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Carroll	Mindy	Texas Alcoholic Beverage Commission	<i>Mindy Carroll</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Coffey	Debra	Smart Start, Inc.	<i>Debra Coffey</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Collins	Jerard	LEADRS		<input type="checkbox"/> Yes <input type="checkbox"/> No
Cooley	Chad	Cedar Hill Police Department	<i>Chad Cooley</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Dean-Mooney	Laura	Texas A&M AgriLife Extension Service	<i>Laura Dean-Mooney</i>	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Depue	Leanna	Consultant		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Doran	Holly	Texas Center for the Judiciary	<i>Holly E Doran</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Dorman	David	MADD		<input type="checkbox"/> Yes <input type="checkbox"/> No
Dunman	Tyler	Montgomery County District Attorney's Office		<input type="checkbox"/> Yes <input type="checkbox"/> No
Egdorf	Don	Houston Police Department		<input type="checkbox"/> Yes <input type="checkbox"/> No

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Last	First	Organization	Signature	Are you attending this meeting as a volunteer?
Ericson-Graber	Paige	Texas A&M Transportation Institute	<i>Paige Ericson-Graber</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Glenn	Catherine	Injury Prevention Trauma Outreach Coordinator	<i>Cathy Glenn</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Grubbs	Brian	LEADRS	<i>Brian Grubbs</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Gutierrez	Jaime	MADD - State Office	<i>Jaime Gutierrez</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Henk	Russell	Texas A&M Transportation Institute	<i>Russell Henk</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Holt	Nicole	Texans Standing Tall	<i>Nicole Holt</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Humphrey	Cynthia	Texas Association of Substance Abuse Programs	<i>Cynthia Humphrey</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
James	Andrew	Montgomery County District Attorney's Office	<i>Andrew James</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Jennings	Mike	Austin Police Department		<input type="checkbox"/> Yes <input type="checkbox"/> No
Kuboviak	Jim	Law Enforcement Mobile Video Institute - University of Houston Downtown DPSTF	<i>Jim Kuboviak</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Lafferty	Steve	Cedar Hill Police Department	<i>Steve Lafferty</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Lochridge	Hope	Texas Municipal Courts Education Center	<i>Hope Lochridge</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Mabe	Richard	Austin Police Department	<i>Richard Mabe</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Marquart	Cecil	Sam Houston State University	<i>Cecil P Marquart</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

(Clay's Letter)

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Last	First	Organization	Signature	Are you attending this meeting as a volunteer?
McDonald	Dottie	Smart Start, Inc.	<i>Dottie M. Donald</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
McGarah	David	Texas SFST	<i>David McGarah</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Minevitz	Edward	Texas Municipal Courts Education Center	<i>Edward Minevitz</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Minjares-Kyle	Lisa	Texas A&M Transportation Institute	<i>Lisa Minjares-Kyle</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Moser	Amy	Education Service Center - Region 6	<i>Amy Moser</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Pence	Terry	Texas Department of Transportation	<i>Terry Pence</i>	<input 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
Robelia	Sherri	Texas Department of Transportation		<input 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
Saenz	Frank	Texas Department of Transportation	<i>Frank Saenz</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Saint	Nina	SafeWay Driving Systems	<i>Nina Saint</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Sarosdy	Randy	Texas Justice Court Training Center	<i>Randy Sarosdy</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Souhami	Gloria	Travis County Attorney's Office	<i>G. Souhami</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Stratton	Doug	Guerra Deberry Coody and Company	No show	<input 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

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Last	First	Organization	Signature	Are you attending this meeting as a volunteer?
Thorp	Kara	AAA - Texas & New Mexico	<i>Kara Thorp</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Walden	Troy	Texas A&M Transportation Institute	<i>Troy Walden</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Wammack	Beth <i>replace</i>	Guerra Deberry Coody and Company	<i>David Ocambo</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
Williams	Missy	Texas SFST		<input type="checkbox"/> Yes <input type="checkbox"/> No
Worley	Dan	Baylor Scott & White Health - RED Program	<i>Dan Worley</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Yoon	Kim	Collin County Community Supervision and Corrections Department	<i>Kim Yoon</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
				<input type="checkbox"/> Yes <input type="checkbox"/> No
				<input type="checkbox"/> Yes <input type="checkbox"/> No
				<input type="checkbox"/> Yes <input type="checkbox"/> No
				<input type="checkbox"/> Yes <input type="checkbox"/> No
				<input type="checkbox"/> Yes <input type="checkbox"/> No

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Appendix G: Subcommittee Meeting Notes

There are four subcommittees that support the TIDTF:

- Awards Selection
- Website
- Education
- Legislative

As of the time of this writing:

- The Awards Selection and Website Subcommittees have met. Meeting notes are contained in this appendix.
- The Education Subcommittee Co-Chairs (Nina Saint and Dannell Thomas) and the TIDTF Administration have met numerous times to ensure the appropriate progression of the Reference Book; however, the Education Subcommittee has not formally met yet. It is anticipated that the Education Subcommittee will meet once the Reference Book is closer to completion. The Reference Book is expected to be completed at the end of FY 2018. Notes from this meeting will be included in the FY 2019 Plan.
- The Legislative Subcommittee has not met in FY 2018 because the Texas Legislature is not in session.

Awards Subcommittee Meeting – January 30, 2018

Texas Impaired Driving Task Force
Awards Subcommittee Meeting
January 30, 2018

Meeting Notes

I. Meeting Attendees:

- A. Lisa Robinson
- B. Laura Dean Mooney
- C. Cecil Marquardt
- D. Jena Prescott

II. TX Impaired Driving Award (Name of award, TBD)

A. Dying to Drink Award Criteria

1. **Eligibility:** any Texas law enforcement officer, prosecutor, educator, advocate, employer, organization that have made a substantial impact in addressing and reducing impaired driving in their community or across the state.

2. **Criteria for award:** Activities that specifically target the reduction of impaired driving in Texas. Some examples could be:

a) *Outreach and/or education of the community, students, employees, and/or others on the dangers of impaired driving and steps to avoid being in an impaired driving crash. The number of Texans reached in a given year should be included.*

b) *A law enforcement officer who has arrested many impaired drivers and/or worked to educate audiences on the dangers of impaired driving. Include the number of arrests, number of presentations and/or persons reached in a given year.*

c) *An organization that has reached a significant number of Texans through outreach, education, or advocacy. Include a description of the outreach activities, as well as the number of Texans reached in a given year.*

3. **Applications:** Nominations can be self-made or an individual/organization/law enforcement officer/prosecutor can be nominated by an individual or group.

a) *Application will include:*

- (1) Demographics
- (2) Field (ex: Law Enforcement, Advocacy, Employer, Prosecutor, etc.)
- (3) Description of activities

Awards Subcommittee Meeting – January 30, 2018

- (4) Number of people of impacted and/or reached
 - (5) Outcomes
 - b) *We will look at a few different categories:*
 - (1) Award Recipient
 - (2) Honorable Mention
 - c) *Applications will be found at dyingtodrink.org*
 - d) *Deadline to apply: TBD*
 - e) *Announcement of award will occur on TBD*
 - f) *Recognition will occur at the 2019 Texas Impaired Driving Forum*
- B. Award Logo Ideas:
 - 1. Might be good to be similar to TF logo, use similar colors
 - a) *Could just use the TF logo?*
- C. Naming the Award:
 - 1. Subcommittee members present agreed it was a good idea to name the award after a person
 - 2. Suggestion to find out who started the Alcohol and Other Drug Program area at TxDOT and possibly name the award for this person.
 - 3. Suggestion to name the award for a victim advocate who is doing a lot of work in this area.
 - 4. Suggestion to name the award for a law enforcement officer who was passionate about DWI enforcement and possibly killed in the line of duty.
 - 5. Also, suggested emailing the larger Task Force for suggestions to name the award.
- D. Future Business:
 - 1. Laura and Lisa will announce the award at the 2018 Impaired Driving Forum
 - 2. Laura and Lisa will give a brief update of our work at the Task Force meeting on February 8th.
 - 3. A subcommittee conference call will be scheduled for the beginning of March to discuss:
 - a) *Finalizing award criteria*
 - b) *Finalizing nomination form fields*
 - c) *Finalizing name of award*
 - d) *Setting tentative due dates for nominations*

Awards Subcommittee Meeting – December 6, 2017

Texas Impaired Driving Task Force
Awards Subcommittee Meeting
December 6, 2017

Meeting Notes

- I. Introductions
 - a. Jena Prescott – TTI
 - b. Frank Saenz – TxDOT
 - c. Cecil Marquart - SHSU
 - d. Laura Dean Mooney – Texas AgriLife
 - e. Lisa Robinson – NSC
 - f. Paige Ericson – Graber - TTI
- II. Background
 - a. Jena provided background on the reason for the establishment of the Awards Subcommittee, reviewed the commitment to the subcommittee and tasks the subcommittee will need to complete over the course of the fiscal year.
 - b. During the development of the Texas Impaired Driving Task Force (TIDTF) Charter, Task Force Administration discovered that many other states give awards for individuals or organizations who have made an impact on reducing or deterring impaired driving in their state. The Task Force Administration felt this was something worthwhile that the TIDTF could adopt. As a result, this subcommittee was presented at the most recent TIDTF meeting. Some members of this subcommittee volunteered to participate and others were recruited for membership due to their knowledge of activities across the state to reduce or deter impaired driving.
 - c. The Task Force Administration intends for this subcommittee to be a standing subcommittee. Most, if not all, subcommittee meetings will take place via conference call or webinar. Subcommittee meetings will take place as needed. After the primary tasks are completed, the subcommittee will be expected to review award nomination forms, and narrow the nominations down to a smaller list for the larger TIDTF membership to vote on the award recipient.
 - d. The Awards Subcommittee is charged with three primary tasks, which include:
 - i. Establishing the Awards Criteria
 - ii. Determining the information/fields to be on the Award Nomination Form
 - iii. Naming the Award

Awards Subcommittee Meeting – December 6, 2017

- III. Awards Criteria
 - a. First, the subcommittee members discussed whether the award should be given to an organization or individual. Many committee members suggested granting the award to either an organization or an individual, and not limiting it to either an organization or individual, especially in the first year.
 - b. After some discussion, the subcommittee determined that only one award should be given during the first year. Moving forward, we could potentially add awards, if there are enough quality applicants.
 - c. In terms of the actual award, Jena explained the Task Force Administration were thinking it will be a plaque, recognition on stage at Texas Impaired Driving Forum (TIDF) and a spotlight video, similar to what has been done for TIDTF member organizations.
 - i. Per Frank, we cannot award money
 - ii. However, the award could be equipment for their agency or organization to address impaired driving (i.e. items for law enforcement) – However, this would need to put it in the TIDTF budget
 - iii. Per Laura a nice plaque could run up to \$100+
 - 1. However, what we award can depend on if it is an organization versus a team or individual
 - d. Jena explained that the planned timeline is to announce award at the TIDF in February and award first award at the 2019 TIDF.
 - i. This timeline seemed doable to all members of the subcommittee.
 - e. Per Frank, the focus of individual/organization should be on reducing alcohol and/or other drug impaired driving
 - f. The subcommittee was in agreement the individual should have made a substantial impact in either reducing impaired driving (across state, region, community, etc.)
 - i. Examples of potential award recipients would be educators, law enforcement officers, etc.
 - ii. Laura spoke about the criteria MADD uses to award law enforcement officers and prosecutors. She will send MADD document to Jena, which will be shared with the subcommittee with the notes from this meeting.
 - g. Lisa has internal criteria and external criteria used to determine award recipients from their organization.
 - i. She stated that their organization likes to have the nominee's words to tell what makes them award worthy.
 - h. MADD recognizes both law enforcement and prosecutors.
 - i. They look at both quantity and quality to determine their awards.
 - ii. MADD also have an award for Century Achiever – 100 DWI arrests in one year, which receives a very nice crystal award.
 - i. National Safety Council has several tiers to the awards they give to employers.

Awards Subcommittee Meeting – December 6, 2017

- i. Honorable Mention – certificate mailed to them to encourage them to keep going and doing what they are doing for employee safety.
 - ii. Award Recipients – Employers only, not individuals
 - 1. Get plaques and mentioned in a video with all recipients
 - 2. Get a best practice sheet that highlights their own organization
 - 3. Press Releases to share
 - 4. Honor at an event
 - 5. Banners and stickers that show they are an award recipient
 - iii. Exemplary – gets similar items to the Award Recipient
- IV. Awards Nomination Form
 - a. Should include whether it is an individual or an organization
 - b. Self-nomination versus nomination of another organization
 - c. Allow enough space for them to write out what they have done
 - d. Online application form
 - e. Need to include metrics of some kind:
 - i. DWI arrests
 - ii. Convictions
 - iii. Leave it open ended
 - iv. It won't be apples to apples so it will be very difficult to have a specific metric
- V. Name for Award
 - a. This was tabled for now. Subcommittee members were encouraged to think about what they would like the name of the award to be. Should it be very general, such as Texas Impaired Driving Impact Award, or named for a person who has made a difference in the area of impaired driving?
- VI. Subcommittee Chair
 - a. Laura Dean Mooney and Lisa Robinson will serve as co-chairs for this subcommittee.
 - b. Jena Prescott will serve as the TTI Task Force Administration Liaison.
- VII. Meeting Schedule
 - a. Communication will be handled via email for the time being. Webinars/conference calls will be scheduled as needed.

Website Subcommittee Meeting – December 11, 2017

Website Subcommittee December 11, 2017

Background: The Website Subcommittee was established during the October 2017 Task Force meeting. During review of evaluations, it was discussed that the majority of Task Force members have visited the www.dyingtodrink.org website but do not visit the website regularly. Discussion then focused on who the targeted audience for the website should be – the Task Force (TF), another audience, or a combination. In consideration of time, further discussion was tabled, and it was agreed that a Subcommittee would be established to address the target audience and appropriate content for the website.

The first Website Subcommittee meeting was held on Monday, December 11th, 2017 from 2:00 – 3:00 PM. The following members were in attendance:

- Kara Throp – AAA Texas and New Mexico
- Lisa Robinson – National Safety Council
- Doug Stratton – GDC Marketing & Ideation
- David Dorman – MADD
- Cinthya Roberto and Paige Ericson-Graber – Task Force Administration

Lisa Minjares-Kyle (TTI) was unable to be in attendance during the subcommittee meeting, but did provide comments regarding the direction of the website (Lisa's notes were distributed to members ahead of the meeting).

Cinthya Roberto (TTI) began the meeting asking for comment on Lisa's comments. Kara noted that the www.dyingtodrink.org domain name alludes specifically to alcohol-impaired driving, yet there is a lot of information pertaining to drugged driving that can be found on the website, adding that the name may not be appropriate anymore. This concern was echoed by other members.

Lisa R. mentioned mixed feelings on the targeted audience for the website. She commented that it should continue to be used internally for the TF, but if it were to be used for external resources, the TF must do a better marketing campaign in order to draw people to the website. The rest of the group echoed these sentiments.

Paige mentioned that while visiting regional community coalitions around the State as part of an outreach extension of the TF, there has been a desire for these regional community coalitions to know more about what the TF is doing in terms of impaired driving and to improve communication between our TF and the regional community coalitions. Using the dyingtodrink.org website to bridge that gap can be beneficial for both parties.

After some discussion, members were in agreement that the website should continue to be used as an internal resource for the TF. Paige reiterated the importance of bridging the gap between our statewide TF and the regional community coalitions.

With members in the agreement that the website should function as an internal resource for the TF, discussion progressed into how – specifically – the website can be improved. In terms of content, in

Website Subcommittee Meeting – December 11, 2017

terms of usability, etc., what changes would make it a website that members would be more likely to visit on a regular basis?

Observations to Improve Website:

- Content
 - Including events, research projects, and presentations delivered at previous TF meetings
 - Including more videos
 - Including more infographics
 - Creating a “central repository” of all the resources and tools that have already been created such as from TxDOT, TTI, AAA, etc.
 - TxDOT flights (football flight, holiday flight, etc.) The PDFs are downloadable.
 - Including more information about prevention, social norming, positive behaviors (instead of focusing solely on negative behaviors). Having links to videos that are emotionally connected without being tragic (including positive social norming)
 - Ex.) Department Health and Human Services (Behavioral Health Institute)
 - More information about underage drinking/driving and impairment
 - More information about motorcycle impaired driving
 - Judicial information
 - Courts information
- Usability
 - Website requires a lot of “scrolling” versus “clicking”
 - Presenting information in a “logical and intelligent way”
- Calendar of Events
 - NHTSA-funded projects/events and TxDOT-funded projects/events
 - Should the current calendar be changed to a “shared” calendar, such as Google Calendars, where anyone can update the calendar with their event information?
 - Members determined this was a “double-edged” sword

Cintha Roberto will be the liaison between the Subcommittee and the TF Administration. Doug Stratton was elected subcommittee chair. He and Cintha will help coordinate and plan for the subcommittee’s webinar meetings.

Action Items:

- TTI will provide the subcommittee a website layout as well as a list of resources to the committee for comments and approval
- The subcommittee members will make a final decision about website layout as well as list of resources to be added to the resources page of the dyingtodrink.org
- The subcommittee chair will present the group’s discussion to the larger Task Force at the Impaired Driving Task Force Meeting on February 8, 2018.

Appendix H: 2018 Texas Impaired Driving Forum



Texas Statewide **IMPAIRED** DRIVING FORUM

2018 Texas Statewide Impaired Driving Forum

Wednesday, February 7, 2018

Norris Conference Center

2525 W. Anderson Lane, Suite 365 | Austin, TX 78757

9:00 AM – 4:00 PM (Check-in begins at 8:30 AM)

The 2018 Texas Statewide Impaired Driving Forum is hosted by the Texas A&M Transportation Institute with significant support from the Texas Department of Transportation Traffic Safety Section through the National Highway Traffic Safety Administration's State Highway Safety Grant Programs.



2018 Texas Statewide Impaired Driving Forum – February 7, 2018

Wednesday, February 7

8:30 – 9:00 AM	Check-in / Registration
9:00 – 10:30 AM	Opening Plenary Session – Red Oak Ballroom
9:00 – 9:20 AM	Welcoming Remarks Troy Walden , Ph.D., Director of the Center for Alcohol and Drug Education Studies, Texas A&M Transportation Institute Terry Pence , Traffic Safety Section Director, Texas Department of Transportation
9:20 – 9:45 AM	NHTSA Update Sam Sinclair , Regional Program Manager, National Highway Traffic Safety Administration Maggi Gunnels , Ph.D., Associate Administrator, National Highway Traffic Safety Administration
9:45 – 9:55 AM	Legislative Update Judge Mark D. Atkinson , Chief Executive Officer, Texas Center for the Judiciary
9:55 – 10:10 AM	Powdered Alcohol: A Bad Mix for Texas Nicole Holt , Chief Executive Officer, Texans Standing Tall
10:10 – 10:15 AM	Announcements Paige Ericson-Graber , Associate Transportation Researcher, Texas A&M Transportation Institute
10:15 – 10:30 AM	Break / Networking

2018 Texas Statewide Impaired Driving Forum – February 7, 2018

10:30 – 11:20 AM Breakout Session I		
Alcohol Track Live Oak Room	Drug Track Magnolia Room	Prosecutor/Judges/LEO Track Cypress Room
<p>Motorcycling and Alcohol – Why Do They Go Hand-In-Hand?</p> <p>Mike Manser, Ph.D., Human Factors Program Manager, Texas A&M Transportation Institute</p> <p><i>Motorcycling requires the rider to have a fine sense of balance, coordination, and awareness. A motorcycle exposes the rider to environmental conditions like extreme weather conditions and road conditions. In the event of a crash, a motorcycle offers a rider no protection. Yet, despite these conditions, many riders still choose to ride impaired, exacerbating the motorcycle safety challenge. This presentation will provide crash data related to motorcycles and impairment and discuss outreach efforts to reduce impaired riding.</i></p>	<p>Beyond the Obvious: Why Mixing Prescription Drugs is So Dangerous</p> <p>Merlyn Joseph, PharmD and Assistant Professor, Texas A&M Health Sciences Center, Irma Lerma Rangel College of Pharmacy</p> <p><i>Many opioid medications can be accidentally misused or intentionally abused. In addition, opioids can interact with other medications without a person even realizing it. This session will address the safe use of prescription opioids, best practices for preventing opioid abuse within a household, dangers of mixing certain medications with opioids, the deleterious effects that can occur, and how it relates to the driving task. This session will also discuss an online tool that can help law enforcement and other DWI stakeholders identify loose pills by their color, markings, and size.</i></p>	<p>DWI Case Law Update: Everything Old is New Again</p> <p>Jessica Frazier, Head of Vehicular Crimes, Bexar County District Attorney’s Office</p> <p><i>A discussion of important cases on current or reemerging issues from the Court of Criminal Appeals and Courts of Appeals, including drugged driving, search warrants, standardized field sobriety tests (SFSTs), and Drug Recognition Experts (DREs).</i></p>

11:20 – 11:30 AM Break / Networking

2018 Texas Statewide Impaired Driving Forum – February 7, 2018

11:30 – 12:20 PM Breakout Session II		
Alcohol Track Live Oak Room	Drug Track Magnolia Room	Prosecutor/Judges/LEO Track Cypress Room
<p>Mitigating Wrong-Way Driving Crashes</p> <p>Melisa Finley, Research Engineer, Texas A&M Transportation Institute</p> <p><i>With the most highway lane miles in the country, it's no surprise that Texas leads the nation in the number of wrong-way crashes – crashes that occur when a driver heads the wrong direction on a roadway and into oncoming traffic. Alcohol is the leading contributor for these types of crashes. Learn how regions in Texas are addressing wrong-way driving crashes with low-cost traffic control devices and innovative technologies. Learn what role connected-vehicle technology can play in mitigating wrong-way driving crashes.</i></p>	<p>Medical Issues that Can Affect Driving and Mimic Impairment</p> <p>Andrew Nicholes, D.O., Emergency Medicine Physician</p> <p><i>There are a number of medical situations or complications that can at times mimic drug and/or alcohol impairment in drivers. This presentation will look at some of the more common complications that a police officer may encounter at roadside or during a DRE drug influence evaluation. The presenter will discuss many of the common complications, and some other not so common conditions that could also be encountered. This information is intended to assist police officers and prosecutors in better understanding what the types of medically related complications may look like and be able to take appropriate action when these various situations and complications are encountered.</i></p>	<p>Standardized Field Sobriety Tests (SFSTs) in Court</p> <p>Justin McCants, Misdemeanor Chief, Dallas County Criminal District Attorney's Office</p> <p><i>Doing standardized field sobriety tests (SFSTs) correctly on the roadside is one thing; the far more daunting task is explaining and giving them the weight they deserve in the courtroom. This requires prosecutors understand them and work with arresting officers and sometimes SFST trainers as experts to convey this information to juries quickly, but persuasively. Discussion of common defense tactics on SFSTs will also be included.</i></p>

12:20 – 1:20 PM Lunch and Keynote Speaker – Red Oak Ballroom

Keynote Speaker
Michael A. Chacon, Director of Traffic Operations Division, Texas Department of Transportation

1:20 – 1:30 PM Break / Networking

2018 Texas Statewide Impaired Driving Forum – February 7, 2018

1:30 – 2:20 PM Breakout Session III		
Alcohol Track Live Oak Room	Drug Track Magnolia Room	Prosecutor/Judges/LEO Track Cypress Room
<p>Why Equip Fleet Vehicles with Ignition Interlocks?</p> <p>Debra Coffey, Vice President – Government Affairs, Smart Start</p> <p>Stephen George, Director of Commercial Business, Smart Start</p> <p><i>An ignition interlock is a device that prevents a vehicle from starting if the driver has been drinking alcohol. Traditionally, ignition interlock devices have been installed in the vehicles of drivers who have committed DWI offenses as part of sanctioning. But, more and more, companies with fleet vehicles are installing ignition interlock devices into company vehicles as a proactive solution to prevent alcohol-impaired driving. This session explores the experience of one company that installed ignition interlock devices in their fleet vehicles.</i></p>	<p>Colorado: The Impact of Recreational Marijuana on Illegal Drug Trafficking</p> <p>Robert Ticer, Chief of Police, Loveland (CO) Police Department</p> <p><i>Colorado was one of the first states to legalize recreational marijuana. This presentation will focus on how the legalization of recreational marijuana has affected illegal drug trafficking in Colorado, “lessons learned” from Colorado’s experience, and what actions Texas can take to better prepare for the legalization of recreational marijuana, should it arrive.</i></p>	<p>Securing and Preserving the Impaired Driving Crash Crime Scene</p> <p>Andrew James, Vehicular Crimes Chief, Montgomery County District Attorney’s Office</p> <p><i>There is no crime scene in a more inconvenient and dangerous place, at a more inconvenient time and with often so limited resources as the impaired driving crash scene. Add to all this that our most important evidence is being metabolized by the suspect’s body and the challenge is complete. This session explores the challenges to this investigative undertaking and explores things officers and prosecutors alike can do to secure and document these crime scenes, and to get the innocent victims of these crimes the justice they deserve.</i></p>

2:20 – 2:30 PM Break / Networking

2018 Texas Statewide Impaired Driving Forum – February 7, 2018

2:30 – 3:20 PM Breakout Session IV		
Alcohol Track Live Oak Room	Drug Track Magnolia Room	Prosecutor/Judges/LEO Track Cypress Room
<p>Computerized Assessment and Referral System (CARS): DUI Assessment Project</p> <p>Erin Holmes, Director of Traffic Safety and Technical Writer, Criminal Justice Programs, Foundation for Advancing Alcohol Responsibility</p> <p><i>Research has found that repeat DUI offenders commonly suffer from a number of mental health disorders (e.g., anxiety disorders, post-traumatic stress disorder, depression) in addition to their substance use issues. Historically, treatment of this offender population has consisted of alcohol education or interventions that focus solely on alcohol or other substance use disorders. Screening for mental health issues in addition to substance use is not always available or performed within DUI treatment programs. CARS was developed to fill this void as its primary purpose is to identify mental health issues that might influence DUI behaviors, facilitate additional treatment for those issues, and possibly reduce future recidivism.</i></p>	<p>The Evolution of Opioids</p> <p>Jennifer Harmon, Assistant Director of Forensic Chemistry, Orange County (CA) Crime Laboratory</p> <p><i>According to the CDC, the number of opioid overdoses have quadrupled in America since 1999. Not coincidentally, in that same period, the amount of prescription opioids in America has quadrupled as well. An increase in prescriptions has occurred despite the fact that there has not been an overall change in the amount of pain Americans have reported in that time period. But, the challenge of reducing opioid supplies is also evolving. As access to prescription opioids tightens, consumers are increasingly turning to dangerous street opioids, heroin, fentanyl (alone or combined), and mingled with cocaine and other drugs. This presentation will discuss opioid use, abuse, and cause of death.</i></p>	<p>Blood Evidence and DREs: The One-Two Punch in Drugged Driving Prosecutions</p> <p>Clay Abbott, DWI Resource Prosecutor, Texas District and County Attorneys Association</p> <p><i>Texas has done well in rolling out search warrants and getting valuable blood evidence. But in drugged driving cases the blood alone is not enough to win the case. What is needed is a tandem of two very different expert witnesses: the forensic toxicologist and the DRE. This session explores the differences and synergy between these experts and creates a model of working better together than apart.</i></p>

3:20 – 3:30 PM Break / Networking

2018 Texas Statewide Impaired Driving Forum – February 7, 2018

3:30 – 4:00 PM **Closing Plenary Session – Red Oak Ballroom**

Introducing the Texas Impaired Driving Task Force Award

[Laura Dean-Mooney](#), Project Coordinator, Texas A&M AgriLife Extension Service

[Lisa Robinson](#), Senior Program Manager, National Safety Council

Closing

[Troy Walden](#), Ph.D., Director of the Center for Alcohol and Drug Education Studies, Texas A&M Transportation Institute

2018 Texas Statewide Impaired Driving Forum – February 7, 2018

Speaker Bios

W. Clay Abbott

W. Clay Abbott is the DWI Resource Prosecutor with the Texas District and County Attorneys Association. He graduated from Lubbock Christian University in 1984 with a BA in History, magna cum laude. He graduated from the Texas Tech School of Law in 1986 with a JD, cum laude. He was inducted into the Order of the Coif in 1987. From 1987 until 1990 Clay was with the Lubbock County Criminal District Attorney's Office, where he left as the Trial Chief of the 140th District Court. He was in solo practice in Lubbock until 1995 when he rejoined the Lubbock CDA as Chief Deputy. Clay served as an adjunct professor at the Texas Tech School of Law from 1990-1999. In 2000 he became general counsel at the Texas Municipal Court's Education Center. He left judicial education to join TDCAA in 2004.

Judge Mark D. Atkinson

Judge Mark D. Atkinson took the bench in 1987 and served 24 years as a judge in a Harris County, Texas, Criminal Court. During his tenure, he presided over approximately 100,000 criminal cases, 20 percent of them being DWIs. Shortly after taking the bench, Judge Atkinson began imposing and supervising creative sentences in impaired driving cases, particularly with regard to repeat offenders. After six terms of office, he retired and was named Judicial Resource Liaison under the Texas Center for the Judiciary's Texas Department of Transportation Traffic Safety Grant Program. He served two years in that capacity before being named Executive Director of the Texas Center for the Judiciary. He has been active in state and national judicial leadership and education, serving as Chair of the Texas Center as well as the Judicial Section of the State Bar of Texas. Judge Atkinson was first licensed to practice law in 1980, and for seven years developed a practice focused on criminal, family and civil trial law. He earned his BA from the University of Texas at Austin and his law degree from South Texas College of Law, in Houston.

Michael A. Chacon

A native of El Paso, Michael graduated from the University of Texas at Austin with a Bachelor of Science Degree in Civil Engineering in 1993. He received his license as a professional engineer in 2000.

Michael began his TxDOT career in 1994 in the Traffic Operations Division working in the field area where he reviewed and evaluated PS&E plans. In 1998, Michael joined the South Travis Area Office of the Austin District working on safety projects and other design projects. In 2002, he returned to the Traffic Operations Division as a Lead Worker in the Field Area. In 2006, he was named the Policy and Standards Branch Manager where he was responsible for the TMUTCD, traffic engineering standard sheets and other traffic engineering documents.

In July of 2015, Michael was named the Director of the Traffic Engineering Section, where he oversaw Engineering Operations, Policy & Standards and Safety Engineering.

Michael was recently named the Director of the Traffic Operations Division in October of 2016. In his new role, he is responsible for overseeing all aspects of the Traffic Operations Division, including the state's Traffic Management System, Traffic Engineering, Policy and Standards, Speed Zoning, Crash Records and Data Analysis and the Traffic Safety Program. These responsibilities include the development and administration of policies, programs, and operating strategies for TxDOT.

Michael and his wife Mary have two children, Jacob and Marisa.

2018 Texas Statewide Impaired Driving Forum – February 7, 2018

Debra Coffey

Ms. Debra Coffey is responsible for driving Smart Start's government and special interest initiatives, as well as focusing on the company's legislative efforts in state government and Congress. Additionally, she is responsible for maintaining the lines of communication between Smart Start and judicial, court-related, department of motor vehicles authorities, and public safety advocates. Coffey is often a presenter across the U.S. on ignition interlock topics and is considered a knowledgeable speaker and credible representative in the field of ignition interlocks and alcohol monitoring. Ms. Coffey joined Smart Start in 1998, bringing 20 years of Texas court management experience.

Laura Dean-Mooney

Laura Dean-Mooney serves as Project Coordinator and brings 20+ years of drunken driving prevention experience to the team. Laura served as National President of Mothers Against Drunk Driving (MADD) from 2008-2011 and is a certified death notification instructor for law enforcement, a certified victim advocate, as well as a certified trainer of MADD's Power of Parents. It's Your Influence curriculum. Laura graduated from Texas A&M University with a degree in educational curriculum and instruction.

Melisa Finley

Melisa Finley is a Research Engineer at the Texas A&M Transportation Institute. In her 20 year career at TTI, Melisa has been a principal investigator on numerous research studies relating to wrong-way driving, work zone safety and operations, traffic control measures and devices, and STEM educational outreach. Currently Melisa serves on many technical committees within professional organizations such as TRB, ITE, and ATSSA. She received her Bachelor of Science and Master of Science degrees in Civil Engineering from Texas A&M University, and is a licensed Engineer in Texas.

Jessica Frazier

Jessica Frazier is an Assistant District Attorney with the Bexar County District Attorney's Office. Ms. Frazier serves as Chief of the Vehicular Crimes Unit.

Ms. Frazier graduated from The Ohio State University in 2001 with a Bachelor's of Arts in Political Science and Criminology. Ms. Frazier attended law school at Thomas M. Cooley in Lansing, Michigan and received her JD in February 2005.

Ms. Frazier moved to Texas and has been at the Bexar County District Attorney's Office since August 2007. Ms. Frazier began as a misdemeanor prosecutor handling mainly DWIs, trying over 70 misdemeanor cases. Ms. Frazier was promoted to felony and assigned to the White Collar Crime Unit in 2009 where she handled financial crimes, cybercrimes, and public integrity crimes for five years. In 2015, Frazier was promoted to 1st chair and took over the DWI Task Force in May. The DWI Task Force handles all the Intoxication Manslaughters and Intoxication Assault cases in Bexar County. The DWI Task Force recently became the Vehicular Crimes Unit, where Frazier remains the Chief. The Vehicular Crimes Unit now handles any felony offense committed with a vehicle, to include Failure to Stop and Render Aid, Manslaughter, Criminal Negligent Homicide, etc.

Stephen George

Stephen George is Director of Commercial Business for Smart Start with 7 plus years in the ignition interlock industry. George acts as a conduit between Smart Start Commercial Programs and the community on key issues impacting the entire system, helps educate staffs on the introduction and application of new products and services that are introduced so as to insure success, and provides technical expertise as it applies to both retail operations and consultative selling with commercial safety and fleet managers.

Maggi Gunnels, Ph.D.

Dr. Maggi Gunnels is Associate Administrator for Regional Operations and Program Delivery at the National Highway Traffic Safety Administration. She came to the United States Department of Transportation in 2002, after working more than fifteen years in clinical care and program administration, and in academia, in Texas and Oregon. Dr. Gunnels was appointed to the Senior Executive Service in 2007.

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Jennifer Harmon

Jennifer is an Assistant Director at the Orange County Crime Laboratory overseeing the Forensic Chemistry Bureau. She has been a forensic toxicologist for nearly 16 years with the Orange County Sheriff-Coroner Department and presents for numerous professional organizations at the local, state, and national level. Jennifer is the current president of the California Association of Toxicologists, has testified in front of both the California State Senate and Assembly Public Safety Committees, and has been an expert witness in more than 200 criminal and administrative hearings.

Erin Holmes

Erin Holmes is the Director of Traffic Safety at the Foundation for Advancing Alcohol Responsibility where she manages Responsibility.org's traffic safety portfolio and partnerships, and is involved in the development of traffic safety and criminal justice policy. In this role, Erin endeavors to translate research into practice and provide thought leadership on impaired driving issues.

Prior to joining Responsibility.org in September of 2014, Erin was a Research Scientist at the Traffic Injury Research Foundation (TIRF) in Ottawa, Canada. During her tenure at TIRF, Erin published more than 40 reports and articles and delivered in excess of 50 presentations internationally on impaired driving, criminal justice system improvements, alcohol monitoring technologies, remedial programs, risk assessment, and drug policy. She also conducted process evaluations, developed online curricula, education programs, and primers. Erin was involved in TIRF's international symposia series on interlocks and served as the co-coordinator of the Working Group on DWI System Improvements, a U.S. criminal justice coalition on impaired driving. In addition, she provided NHTSA-funded training and technical assistance to more than 20 states to improve the delivery of interlock programs across the United States. She has extensive professional experience working with practitioners and offender populations including nearly a decade of volunteer experience within the Canadian criminal justice and correctional systems.

Erin graduated summa cum laude and has an Honors and Master's degree in Criminology from the University of Ottawa. She is a Junior Fellow at the Drug Policy Institute in the College of Medicine at the University of Florida and routinely serves as faculty for the National Judicial College on traffic safety issues.

Nicole Holt

Nicole has served as the Chief Executive Officer of Texans Standing Tall (TST) for 10 years and has more than a decade of experience with non-profit organizations, developing programs, grassroots organizing, coalition building and advocating for policy change at the national, state and local level. Before becoming executive director, Nicole served TST in several capacities: as one of six state project directors for the Center on Alcohol Marketing and Youth (CAMY); as TST field coordinator assisting local coalitions throughout Texas to develop strategic goals and plans; and as media liaison to promote the statewide coalition's advocacy initiatives. She serves on the board of directors of the US Alcohol Policy Alliance, is a member of the Texas Summit Committee for Prevention and the Texas State PTA Advisory Council, and was appointed by the Governor's office to the Texas State Incentive Program Advisory Committee while it was active.

Andrew James

Andrew is Chief of Vehicular Crimes at the Montgomery County District Attorney's Office and has been a prosecutor for 10 years. He has investigated and prosecuted vehicular cases for 9 years and became the Chief of the division in 2017.

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Merlyn Joseph, Pharm.D.

Merlyn Joseph received her Pharm.D. from Texas Tech University Health Sciences Center and completed a 2-year postgraduate pharmacotherapy residency at the University of the Incarnate Word. Currently, she is a Clinical Assistant Professor at the Texas A&M University Irma Lerma Rangel College of Pharmacy. Her responsibilities include the didactic education of pharmacy students, providing clinical pharmacy services, and serving as a preceptor for 4th year pharmacy students on their General Medicine rotation at Memorial Hermann Memorial City in Houston, TX.

Michael Manser, Ph.D.

Mike Manser is a Senior Research Scientist and Human Factors Program Manager in the Center for Transportation Safety (CTS) at the Texas A&M Transportation Institute. The Human Factors Program examines the behavioral, cognitive, and perceptual driver-related factors that contribute to transportation safety, mobility, and efficiency. A focus area of the Program is on the interaction between drivers and either vehicle or infrastructure-based technology. He has more than 19 years of professional experience in the area of transportation human factors research. In his role as Program Manager, Dr. Manser is responsible for managing program finances, managing programmatic resources such as the driving environment simulator, and providing a strategic research direction for the Program staff. As a scientist, he examines the behavioral and cognitive factors contributing to crashes that result in injuries and fatalities and, based on this information, develops/evaluates potential technological countermeasures to improve safety.

Justin McCants

Justin McCants has been with the Dallas County District Attorney's Office for about 14 years. Within that time, he has tried everything from DWI to Capital Murder. After three years in the child abuse unit, he became a Chief felony prosecutor for two different district courts for six years. The past two years he has been the Chief of the Dallas County District Attorney's Office Misdemeanor Division. It is in that position that Justin is able to supervise, train, and mentor the future trial prosecutors of Dallas County.

Andrew Nicholes, D.O.

Dr. Nicholes is a board-certified Emergency Medicine physician currently practicing in Texas. He has been involved with the DRE program for over 10 years. While in Oregon, he was appointed to the Governor's Advisory Committee on DUII and served for over 6 years as a Reserve Deputy Sheriff. He has lectured numerous times to the DRE community. Dr. Nicholes brings a unique perspective with his combined law enforcement and medical backgrounds.

Terry Pence

Terry Pence has worked for the Texas Department of Transportation, Traffic Safety Program for over 36 years. He is currently the Traffic Safety Section Director in the Traffic Operations Division. Terry previously served as Programs Director, Planner, and Program Manager in the Traffic Safety Section. Terry represents TxDOT on a number of task forces and committees including the Strategic Highway Safety Plan Management Team, State Child Fatality Review Team, AASHTO Committee on Safety, and the Texas Impaired Driving Task Force. Terry has a Bachelor of Business Administration in Management from the University of Texas.

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Lisa Robinson

Lisa Robinson, CFLE, is a Senior Program Manager with the National Safety Council's Employer Traffic Safety Programs out of Chicago. She has been with the National Safety Council for over 4 years and previously worked on transportation outreach with the Municipal Courts and K-12 education in Texas for 8 years.

She grew up in Bartlesville, OK, received her B.S. degree from Oklahoma State University in Home Economics Education and Community Service, and holds the designation of Certified Family Life Educator from the National Council on Family Relations. She has lived in six other states since graduating from college and currently resides in Ponca City, OK with her husband of 28 years and she has three children.

Lisa works with Employers to support traffic safety within their safety culture, by increasing employer's resources and knowledge on driver behavior, distracted driving, drowsy driving, impaired driving and other traffic safety concerns and works with employers on implementing employer policies to decrease their risk and exposure to liability.

Lisa Robinson speaks at many conferences, is passionate about transportation safety, and works diligently to educate employers about the roadway as an extension of the workplace.

Sam Sinclair

Sam Sinclair is a Regional Program Manager in Fort Worth, TX for the National Highway Traffic Safety Administration (NHTSA). He joined the National Highway Traffic Safety Administration (NHTSA) in September of 2011. Currently his primary duties include the coordination of NHTSA's programs dealing with impaired driving, traffic records, and grant administration.

Robert Ticer

Robert Ticer is a 28-year veteran law enforcement officer and is currently the Chief of Police in Loveland, Colorado. Prior to this position, he was Chief of Police in Avon, CO for 6 years following a 20-year career with the Arizona Department of Public Safety (DPS), where he retired at the rank of Major. Chief Ticer completed assignments in the Highway Patrol Division, Media Relations Office, Director's Office, Criminal Investigations Division, and a one-year fellowship at the National Highway Traffic Safety Administration (NHTSA) in Washington, D. C.

Troy Walden, Ph.D.

Dr. Troy D. Walden has over 29 years invested in highway safety as a law enforcement officer, crash reconstructionist, traffic safety advocate, and impaired driving researcher. Walden received his Bachelor of Science Degree in Criminal Justice from Sam Houston State University in August of 1987. Walden received his Master of Science Degree in Education from Texas A&M University in August of 1999 and his Doctor of Philosophy from Texas A&M University in May of 2005.

Walden began his law enforcement career with the City of College Station (Texas) Police Department in 1988. While there, he served in the Patrol division as a Sergeant, Recruiting and Training, Special Enforcement, and the Criminal Investigation Divisions. In January 1999, Walden became employed with the Texas A&M University System: Texas Engineering Extension Service as a law enforcement training program coordinator. Walden was responsible for training management of the statewide (Texas) impaired driving education program initiatives including the Standardized Field Sobriety Testing and Drug Evaluation and Classification programs.

Presently, Walden is the Director of the Texas A&M Transportation Institute's Center for Alcohol and Drug Education Studies (CADES) that currently resides within the Institute's Center for Transportation Safety.

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 Norris Conference Center, 2525 W. Anderson Lane, Suite 365, Austin, TX 78757
 Feb. ~~May~~ 7th, 2018 - 9:00 AM – 4:00 PM

Name (Please Print Clearly)	Signature	Organization
Jabrina Bentley MAGGI GUNNELG	Jabrina Bentley	Williamson Co CSED NH7SA USDOT
CARLY BISHOP Ludivina Garza	Carly Bishop	TEXAS DPS
Brian Gibbs	Brian Gibbs	Travis County CSED TMPA - LEADER
Sharla Hanke	Sharla Hanke	Texas DPS
Deven Covington	Deven Covington	Travis County Probation
Jessica Frazier Amanda Brown	Jessica Frazier	Bexar County DA
Cindy Leonard	Cindy Leonard	Bexar City DA
Mindy Carroll William Bernard	Mindy Carroll	National Safety Co.
Mark Busbee	Mark Busbee	Tx Alcoholic Bev. Cons Victoria PD
DAVID DORMAN	David Dorman	TMPA - FRIDAY MADD
MARIA SEALS	Maria Seals	TXDPS
Adles Reyes	Adles Reyes	TXDPS
Alida Berrospi	Alida Berrospi	Travis Co. Probation
BERRY BARRINGTON	Berry Barrington	City of Waco
Chrissy Dickey	Chrissy Dickey	TXDPS - Bryan

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Name (Please Print Clearly)	Signature	Organization
Karen Peoples	Karen Peoples	TxDOT
CECELIA Marguart	Cecilia Marguart	3 HSK
Laura Dean-Mooney	Laura Dean-Mooney	TAMU Agri Life Watch USSE
Morgan Cooper	Morgan Cooper	Austin PD
Sharon LaFollette	Sharon LaFollette	TC Adult Probation
Adam Lopez	Adam Lopez	TC Adult Probation
Analise Campis	Analise Campis	Hays Co Adult Probation
Stephan Cooper	Stephan Cooper	Texas DPS
Allyssa Lee	Allyssa Lee	TAC
Cheryl Garren	Cheryl Garren	DPS
Minnie Dennis	Minnie Dennis	DPS
Jennifer Harmon	Jennifer Harmon	OC Crime Lab
NARA CHAVARRIA	Nara Chavarria	Adult Probation
Zach Kilborn	Zach Kilborn	TX DPS Crime Lab
PAUL CALDERON	Paul Calderon	TX DPS Br Alcohol Lab
ARLON JANCE	Arton Jance	TRAVIS COUNTY CSED
RUSSELL HENIK	Russell Henik	TTI
Edward Arnold	Edward Arnold	Bexar Co. DA's office

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Name (Please Print Clearly)	Signature	Organization
Maureen Irene Castro		TXDOT
Natasha Dedrara		Travis Co. C
Mike Ezell		NSC
Patricia Gattney		Patricia Gattney
Mary Hill		Texts (Rising) for Dr.
Stephan George		Smart Start
Heidi Brueckner		CSCD
Taylor Bee		had Program
GAVIN GISRE		Wilson-Ewisco, LLC
Jeannine Luckey		TXDOT
Erin Holmes		Responsibility.org
Debra Coffey		Smart Start Inc
Alva Barbosa		TxDPS
Maria Atkinson		Tx Center for the
Myna Constable		MADD Judiciary
Jacque Ipina		MADD
BERNADINE MOORE		TXDOT
Jaime Gutierrez		MADD
ROSANA SELAPP		Lifesteps

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Name (Please Print Clearly)	Signature	Organization
Letty Van Rossum		TXDOT
Jena Proglott		TTI
David Hodges		TTI
Michael Lanning		Austin PD
Elvira L. Olivarez		advocate
Sam Laveno		OCA
Cynthia Sanchez		MADD
Karan Keam		TXDPS
Jason Griffin		Tx DPS
Misty Masoleti		Washburn County S.O.
DEBRA MAZABLE		MADD
Mia Marshall		Travis Co. Adult Probation
Shamica Wilson		Travis Co. Adult Probation
OSCAR MORALES		Travis Co. CSCD
Karen Puckett		TBI
Terry Pence		TXDOT
Daniel Martinez		TCAP
Austin Stearns		Bryan PD
LeeAnne Spino		DPS Houston

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 Feb. ~~May~~ 7th, 2018 - 9:00 AM - 4:00 PM

Name (Please Print Clearly)	Signature	Organization
Tommy Moreno		TXDOT
Jade Schexnyder		Tx DOT
Tamera Spiner		TXFRIPAY
Meda Nix		TX DPS
Michael Nix		TX DPS
Marie Mastry		San Patricio County
MELISSA SAENZ		BEXAR DA
Michael Munson		TMPA
TERRY WILT		TCUDPP
Jasha Zuhutaker		BSDH/TXDOT
Dottie McDonald		South Street
Jessica Sumrall		TC Adult Probation
Ruby Martinez		TXDOT
Ned Mineritz		TNCEC
Shimere Turner		TX DPS
Rosbet Wunderlich		TTI
Whitney Uribe		GDC
Andy Nicholas		-
Anna Mudd		TXDPS

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Name (Please Print Clearly)	Signature	Organization
DAVID MCGARRAH		TEXAS SFST PROGRAM
SAM SINCLAIR		NHTSA Reg 6
Lisa Robinson		NH Safety Council
FRANK SAENZ		Tx DOT
MARK VINCENT		IRVING PD
PATRICIA OBASER		AUSTIN PD
Mark Hayden		Victoria PD
Bryan Knick		Victoria PD
RAMPASH SARODDY		TEX. JUSTICE OF THE PEACE
Jordan Smith		Texas SFST
Tamara Vaughn		MADD.
Jason Todd		Bexar County DA
Tyler Summers		Pflugerville PP
Kathleen Sherman		TXDPS
MARSHA SCOTT		TX DOT
Cynthia Serrato		Travis County Probation
Jay Tedder		TXOPS
Alexandra Ybarra		Behavioral Health Solutions
Esmarada Yano		Smart Start

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Feb. May 7th, 2018 - 9:00 AM - 4:00 PM

Name (Please Print Clearly)	Signature	Organization
Kelsi Miller		TX DPS Crime Lab
Olivia Orr		Austin Police Dept
Scott Rowell		MAOQ
Azeret Venus		Travis County Probation
Virginia Saenz		Travis County Adult Probation
Delma Pace		Travis County Adult Probation
Thelma Parks		TRAVIS County CSCD
Trace Mendez		TXDOT
Lalza Matthews		TXDOT
Missy Williams		TX SFST
Sharonne Tarkenton		TX DPS
Maryamun Ramirez		Travis County Probation
Theresa Parma		TXDOT
Ella Vasquez		Travis County Probation
Stephanie Maguire		Travis County Adult Probation
Art Pe		Bexar Co DA
Roy E Rehner		Bexar Co DA
CHARLES MATIAS		UT HEALTH SAN ANTONIO
Kara Thorp		AAA Texas

Texas Statewide Impaired Driving Forum

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Feb. May 7th, 2018 - 9:00 AM - 4:00 PM

Name (Please Print Clearly)	Signature	Organization
Edward L. Ravina		Bexar County District Attorney
Margie Smith		Travis Co. Adult Prob.
Wendy Webster		TXDOT
Robert White		TXDOT
Weiming Xu		APD - Forensic Division
Debbie Tabiri		TXDOT
Sarah Martinez		TCNDPP
Michael Manser		TTI
Christine Reardon		AUSTIN PD
David Higson		BRAZOS CRY. ATTORNEY
Lisa Mungas-Kyle		TTI
Jenny Carter		WHEN SEAN SPEAKS INC
Sean Carter		
Nash Holt		Texans Standing Tall
ATALIE WITBON		TEXANS STANDING TALL
Shelley Buchanan		City of Austin Public Library
Kathie Vincen &		Lifesteps
Jim Hollis		TXDOT
Justin McLants		Dallas DA's Office

Appendix I: FY 2018 TxDOT Alcohol and Other Drug Countermeasure Programs

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	
City of Cedar Park Police Department	STEP Wave DWI			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
Houston-Galveston Area Council	STEP Wave DWI					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, Smith, and Gregg Counties	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
National Safety Council	Drug Impairment Training for Texas Employers (DITTE)	X				X													X		X	X	X	X
Sam Houston State University	Drug Impairment for Texas Community Supervision, Juvenile Probation, and Parole Officers								X										X				X	X
Sam Houston State University	Impaired Driving Initiatives - DECP, ARIDE, and DITEP	X				X													X				X	X
Sam Houston State University	Individual Nystagmus Simulated Training Experience (INSITE)					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				X
Texans Standing Tall	Screening and Brief Intervention for Risky Alcohol Use and Related Behavior among College Students	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

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 AgriLife Extension Service	Watch UR BAC Alcohol and Other Drug Awareness Program	X								X									X			X	X	
Texas A&M Transportation Institute	BAC Reporting in Texas: Improving ME Office and County Performance			X	X	X											X			X		X	X	
Texas A&M Transportation Institute	Ignition Interlock Training Program, Policy Evaluation & Summit							X		X									X					
Texas A&M Transportation Institute	Peer-to-Peer Program for Decreasing to Deter Impaired Driving and Underage Drinking Amongst Youth in Texas	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
Texas Alcoholic Beverage Commission	TABC Under 21 Community Education Project	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	X	
Texas Department of Public Safety	Evidential Drug, Breath, and Blood Alcohol Testing	X			X								X									X	X	
Texas Department of Public Safety	Match – DPS Trooper Salaries	X			X																			
Texas Department of Transportation	Alcohol and Impaired Driving Campaign (Christmas, Football, College, Labor Day, Hispanic)	X										X										X	X	
Texas Department of Transportation	Impaired Driving Mobilization Enforcement Blitz	X		X	X							X										X	X	
Texas Department of Transportation	Project Celebration	X										X							X				X	
Texas District and County Attorneys Association	DWI Resource Prosecutor				X	X			X									X			X	X		
Texas DPS Troopers Foundation	Standardized Field Sobriety Testing/Blood Warrants/Mobile Video Updates					X													X			X	X	
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	

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 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
Webb County District Attorney's Office	Webb County No Refusal Program			X			X															X	X
Wichita County Sheriff's Office	STEP Wave DWI			X																		X	X

Appendix J: List of Impaired Driving-Related Bills Passed in 85th Texas Legislature

HB 2612

Adds Section 481.1191 to the Health and Safety Code to create civil liability where a person produces, distributes, sells, or provides synthetic substances that proximately damage another person who consumes or ingests them. Civil liability is also created for somebody that “aids” another in any of these damaging acts. The bill defines “synthetic substance” as “an artificial substance that produces and is intended to produce when consumed or ingested an effect similar to or in excess of the effect produced by the consumption or ingestion of a controlled substance or controlled substance analogue.” The bill also provides that the person is strictly liable for any damages incurred by a minor that consumes a synthetic substance. It an affirmative defense to action brought under this Section if the substance is FDA approved. It is not a defense to liability if the substance was labeled “Not for Human Consumption.” The bill is effective September 1, 2017.

HB 2059

Authorizes those who have reached the age of 21 to have arrest records where there was no conviction of up to one Alcohol Beverage Code Section 106 violation expunged. These offenses include minors purchasing alcohol, attempting to purchase alcohol, consuming alcohol, driving under the influence of any detectable amount of alcohol, and possessing alcohol. This bill seeks to alleviate the issue that it is currently easier and less costly to have a conviction expunged than arrest or prosecutorial records where there was no conviction. The defendant will apply for the expunction through the court where the arrest was filed. The bill amends Section 106.12 of the Alcohol Beverage Code and goes into effect September 1, 2017. It applies to arrests made on any date before, on, or after September 1, 2017.

HB 3016 – Considered a “second chances” bill.

The bill would allow a person convicted of driving under the influence with a blood-alcohol concentration less than 0.15 to petition for an order of nondisclosure of criminal history related to the offense. This person could petition for the order only if the person:

1. had never been convicted of or placed on deferred adjudication community supervision for another offense, other than a fine-only traffic offense;
2. had successfully completed any imposed community supervision and any term of confinement;
3. had paid all fines, costs, and restitution imposed; and

A person may petition the court that placed the person on community supervision for an order of nondisclosure of criminal history record information under this section only on or after:

1. the second anniversary of the date of completion of the community supervision, if the person successfully complied with a condition of community supervision that, for a period of not less than six months, restricted the person’s operation of a motor vehicle to a motor vehicle equipped with an ignition interlock device; or
2. the fifth anniversary of the date of completion of the community supervision, if the court that placed the person on community supervision did not order the person to comply with a condition of operating a vehicle with an ignition interlock.

A person that completes a sentence following a first DWI conviction, including any term of confinement imposed and payment of all fines, costs, and restitution imposed, may petition the court for an order of nondisclosure of criminal history record information under this section only on or after:

1. the third anniversary of the date of completion of the person 's sentence, if the person successfully complied with a condition of the sentence that, for a period of not less than six months, restricted the person 's operation of a motor vehicle to a motor vehicle equipped with an ignition interlock device; or
2. the fifth anniversary of the date of completion of the person 's sentence, if the court that imposed the sentence did not order the person to comply with a condition of operating a vehicle with an ignition interlock.

Effective September 1, 2017

Signed by the Governor June 15, 2017

Appendix K: Approval Forms



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:

Organization: Position/Title:

I, W. Clay Abbott, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:

Organization: Position/Title:

I, Bobbi Brooks, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Bobbi Brooks
Date: 2018.05.31 13:16:42 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name:	<input type="text" value="Mark E. Busbee"/>	Date:	<input type="text" value="2018-06-18 09:47:57"/>
Organization:	<input type="text" value="Texas Municipal Police Association -FRIDAY Program"/>	Position/Title:	<input type="text" value="Program Manager"/>

I, Mark E. Busbee, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Mark Busbee
Date: 2018.06.11 10:22:16 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name:	<input type="text" value="Mindy Carroll"/>	Date:	<input type="text" value="2018-06-18 14:30:12"/>
Organization:	<input type="text" value="Texas Alcoholic Beverage Commission"/>	Position/Title:	<input type="text" value="Director Education and Prevention"/>

I, Mindy Carroll, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Mindy Carroll
Date: 2018.06.11 09:59:35 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Debra Coffey, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Chad Cooley, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Holly Doran, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Holly Doran
DN: cn=Holly Doran, o=Texas Center for the Judiciary, ou,
email=holly@yourhonor.com, c=US
Date: 2018.06.12 13:34:21 -0500



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, David Dorman, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by David Dorman
Date: 2018.06.14 15:41:34 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Paige Ericson-Graber, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Paige Ericson-Graber
Date: 2018.06.18 09:01:22 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Cheryl M. Garren, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Cheryl M. Garren
Date: 2018.06.15 07:36:58 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Catherine Glenn, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Brian Grubbs, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Brian Grubbs
Date: 2018.06.13 09:11:06 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Jaime Gutierrez, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Kevin L. Harris, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Kevin L. Harris
Date: 2018.06.14 09:21:09 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Nicole Holt, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Cynthia Humphrey, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Andrew James, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: 



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Michael Jennings, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Michael Jennings
DN: cn=Michael Jennings, o=REC, ou=DRI Unit,
email=mkjennings@austintexas.gov, c=US
Date: 2018.06.11 11:25:27 -0500



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:

Organization: Position/Title:

I, Yoon Kim, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Yoon Kim
Date: 2018.06.04 11:59:53 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:

Organization: Position/Title:

I, James M. Kuboviak, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Jim Kuboviak
Date: 2018.05.30 17:10:03 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Hope Lochridge, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Cecelia P Marquart, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Cecelia P Marquart
Date: 2018.06.13 16:13:59 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Charles W. Mathias, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: 



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Dottie McDonald, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Dottie McDonald
Date: 2018.06.11 09:34:52 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, David McGarah, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Ned Minevitz, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:

Organization: Position/Title:

I, Lisa Minjares-Kyle, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Lisa Minjares
Date: 2018.06.13 09:26:28 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:

Organization: Position/Title:

I, Laura Dean-Mooney, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by laura.mooney@agnet.tamu.edu
DN: cn=laura.mooney@agnet.tamu.edu
Date: 2018.06.08 08:51:01 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, AMY MOSER, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Amy Moser
Date: 2018.06.12 16:31:01 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Anna K Mudd, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name:	<input type="text" value="David Ocamb"/>	Date:	<input type="text" value="2018-06-18 14:30:20"/>
Organization:	<input type="text" value="GDC Marketing and Ideation"/>	Position/Title:	<input type="text" value="Planner"/>

I, David Ocamb, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by David Ocamb
Date: 2018.05.30 17:46:33 -05'00'

<input type="button" value="Print Form"/>	<input type="button" value="Submit by E-mail"/>
---	---



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name:	<input type="text" value="David Palmer"/>	Date:	<input type="text" value="2018-06-18 14:30:20"/>
Organization:	<input type="text" value="Texas Department of Public Safety"/>	Position/Title:	<input type="text" value="Major"/>

I, David Palmer, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by DL Palmer
Date: 2018.06.12 14:58:51 -05'00'

<input type="button" value="Print Form"/>	<input type="button" value="Submit by E-mail"/>
---	---



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Terry A. Pence, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by TPENCE
DN: cn=TPENCE, o=Texas Department of Transportation, ou=TPENCE, email=TPENCE@txdot.gov



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Susan M. Redford, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Susan Redford
DN: cn=Susan Redford, o=Texas Association of Counties, ou, email=susan@counties.org, c=US
Date: 2018.06.04 12:08:18 -0500



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Lisa Robinson, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Lisa Robinson
Date: 2018.06.14 09:29:25 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Allison Rounsavall, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Nina Jo Saint, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Randall Sarosdy, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:

Organization: Position/Title:

I, Rowan Jude Schexnyder, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:

Organization: Position/Title:

I, Marsha Scott, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Marsha Scott
DN: cn=Marsha Scott, o=TRF-Traffic Safety, ou=Traffic Operations,
email=Marsha.Scott@dot.gov, c=US
Date: 2018.06.06 13:14:55-0500



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Gloria Soukumi, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Doug Stratton, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Jay Tedder, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by James Tedder
Date: 2018.05.31 07:29:47 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Dannell Thomas, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Dannell Thomas
Date: 2018.06.12 16:44:39 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Kara Thorp, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Kara Thorp
Date: 2018.06.07 15:44:08 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:
Organization: Position/Title:

I, Troy Walden, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature:



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:

Organization: Position/Title:

I, Laura Ann Weiser, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Laura Ann Weiser
Date: 2018.06.11 12:10:38 -05'00'



FY 2018 Texas Impaired Driving Plan Approval Form

Full Name: Date:

Organization: Position/Title:

I, Dan Worley, am a member of the Texas Impaired Driving Task Force. I have reviewed and approve the 2018 Texas Impaired Driving Plan that will be submitted to NHTSA as part of the Texas Department of Transportation's (TxDOT) Section 405(d) application.

Electronic Signature: Digitally signed by Dan Worley
Date: 2018.06.11 11:47:52 -05'00'



