

TEXAS

IMPAIRED DRIVING PLAN

June 2016



TEXAS IMPAIRED DRIVING PLAN

by

Troy D. Walden, Ph.D.
Senior Research Scientist
Texas A&M Transportation Institute

Prepared by the
Texas A&M Transportation Institute

on behalf of
Texas Department of Transportation

approved by the
Texas Impaired Driving Task Force

June 2016

TEXAS A&M TRANSPORTATION INSTITUTE
College Station, Texas 77843-3135



125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

June 15, 2016

To Whom It May Concern:

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

In accordance with MAP-21, a qualifying criteria for Section 405 Impaired Driving Countermeasure Grant funding for Mid-Range States, Texas is in this category, is to submit a statewide impaired driving plan developed and approved by a statewide impaired driving task force. The initial plan was developed in FY 2013, and then revised in FY 2014 and FY 2015. The following FY 2016 document is the third revision of the Texas Statewide Impaired Driving Plan and has been approved by the Texas Impaired Driving Task Force. This plan will guide the State as well as the Task Force as we enter the 2017 and 2018 fiscal years.

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

Sincerely,

Carol T. Rawson, 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.

An Equal Opportunity Employer

TABLE OF CONTENTS

List of Figures.....	vii
List of Tables	vii
Background	1
Strategic Highway Safety Plan (SHSP)	1
Texas Impaired Driving Plan	1
Problem Identification	1
Program Management and Strategic Planning.....	4
Texas Impaired Driving Task Force	4
Membership	4
Meetings.....	5
Strategic Planning	5
Goals	6
Strategies	6
Performance Measures	7
Assessment.....	7
Program Management.....	7
Resources	8
Data and Records	8
Recommendations from 2015 Impaired Driving Program Technical Assessment.....	9
Prevention	10
Responsible Alcohol Service	10
Risk-Based Enforcement	11
Priority Inspection.....	11
Promotion of Transportation Alternatives	12
Reducing Underage Access to Alcohol in Social Settings	12
Community-Based Programs	13
Recommendations from 2015 Impaired Driving Program Technical Assessment.....	15
Criminal Justice System	16
Laws.....	16
Enforcement.....	19
Publicizing High Visibility Enforcement	19
Prosecution.....	20
Adjudication.....	21
Community Supervision/Probation.....	22
Ignition Interlock Program.....	23
Administrative Sanctions and Driver Licensing Programs.....	23
Recommendations from 2015 Impaired Driving Program Technical Assessment.....	25
Communication Program.....	28
Recommendations from 2015 Impaired Driving Program Technical Assessment.....	30
Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation	31

Screening and Assessment.....	31
Screening and Brief Intervention.....	31
Treatment and Rehabilitation.....	32
Monitoring Impaired Drivers.....	32
Recommendations From 2015 Impaired Driving Program Technical Assessment.....	33
Program Evaluation and Data.....	34
Recommendations From 2015 Impaired Driving Program Technical Assessment.....	35
Summary.....	36
Appendix A. Texas Impaired Driving Program Internal Assessment Matrix.....	37
Appendix B. Glossary of Terms.....	57
Appendix C. Procedures.....	60
Appendix D. Membership by Individual.....	61
Appendix E. Membership by Organization and Area.....	65
Appendix F. Meeting Notes.....	67
April 28 th , 2016.....	68
October 7 th , 2015.....	76
Appendix G. Subcommittee Notes.....	88
Appendix H. Statewide Impaired Driving Forum.....	92
Appendix I. TxDOT Alcohol and Other Drugs Program Area Projects.....	103
Appendix J. Bills Passed in 84th Legislature.....	113
Appendix K. Local and Statewide Coalitions.....	116
Appendix L. Approval Form.....	119

LIST OF FIGURES

Figure 1. Alcohol-Related Fatalities, 2011–2013	2
Figure 2. Alcohol-Related Fatality Rate, Per VMT, 2011–2013	3
Figure 3. Percent of Alcohol-Related Fatalities, 2009–2013	3

LIST OF TABLES

Table 1. Fiscal Summary for FY 2015–2017	8
Table 2. Recommended Laws, Provisions for Law Enforcement, and Penalties for Impaired Driving	17
Table 3. ALR Sanctions for Adults	24
Table 4. ALR Sanctions for Minors	24
Table 5. Communication Projects and Campaigns	28

BACKGROUND

STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

In cooperation with local and regional jurisdictions and tribal governments, Texas has developed a comprehensive state Strategic Highway Safety Plan (SHSP). The SHSP was developed to achieve a significant reduction in the number of traffic crashes, fatalities, and injuries on public roads. Although the SHSP contains a component that addresses the issue of impaired driving, it was determined that the State needed an impaired driving plan that provided additional detail related to reducing the number of impaired driving crashes, fatalities, and injuries, as well as impaired driving in general.

TEXAS IMPAIRED DRIVING PLAN

The Texas Impaired Driving 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, Number 8 – Impaired Driving*. The Texas Impaired Driving Plan includes an internal assessment matrix which was developed based on recommendations from the 2010 and 2015 NHTSA Technical Assessment for the Alcohol and Other Drugs Countermeasures Program. The matrix can be found in Appendix A. In order to better integrate recommendations from the assessment into the plan, a list of the 2015 technical assessment recommendations can be found at the end of each section of the plan.

The impaired driving plan addresses the recommendations of the NHTSA assessment team, but it also moves beyond individual recommendations to ensure that the Texas Impaired Driving Plan serves as a framework for continuous improvement in reducing impaired driving crashes.

PROBLEM IDENTIFICATION

Impaired driving continues to be a significant issue in the state of Texas. The State ranks in the top 10 states nationally (fifth) for alcohol-related fatalities per 100 million vehicle miles traveled (VMT). This marks the seventh consecutive year Texas has ranked in the top 10 states for alcohol-related fatalities per 100 million VMT. *Alcohol-related* is defined as one or more of the vehicle or motorcycle operators involved in a fatal crash tested with a blood alcohol concentration of 0.08% by volume or above, which is the legal limit to drive within the state of Texas. A glossary of terms can be found in Appendix B.

Although trends indicate improvement in the number of alcohol-related fatalities involving adults and those under the age of 21 years old, it is important to recognize that Texas must continue to seek innovative and evidence-based solutions to address the problem of impaired driving.

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

This version of the plan focuses on performance measures typically used by TxDOT in reporting to federal agencies including NHTSA. Texas reports alcohol-related crash statistics to NHTSA in terms of the following:

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

The metrics associated with fatal injuries attributed to crashes involving at least one driver under the influence of alcohol is provided in the following figures:

State of Texas: Alcohol-Related Fatalities, 2011–2013

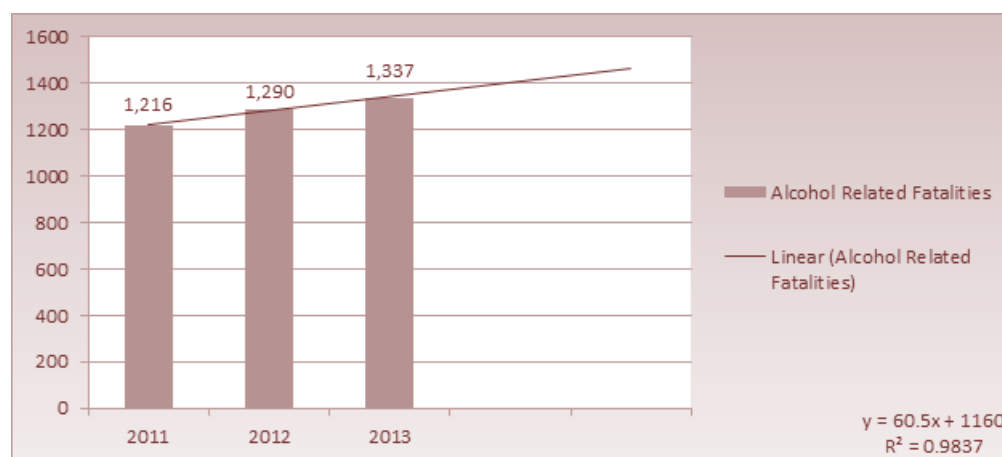


Figure 1. Alcohol-Related Fatalities, 2011–2013

State of Texas: Alcohol-Related Fatality Rate, Per VMT, 2011–2013

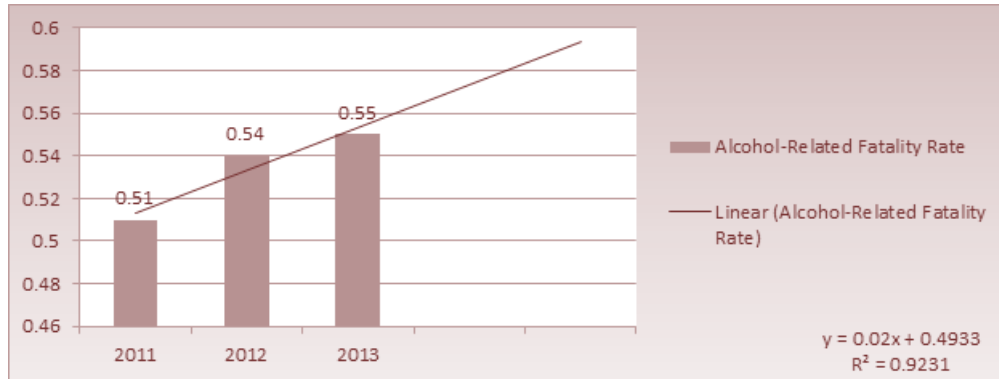


Figure 2. Alcohol-Related Fatality Rate, Per VMT, 2011–2013

State of Texas: Percent of Alcohol-Related Fatalities, 2009–2013

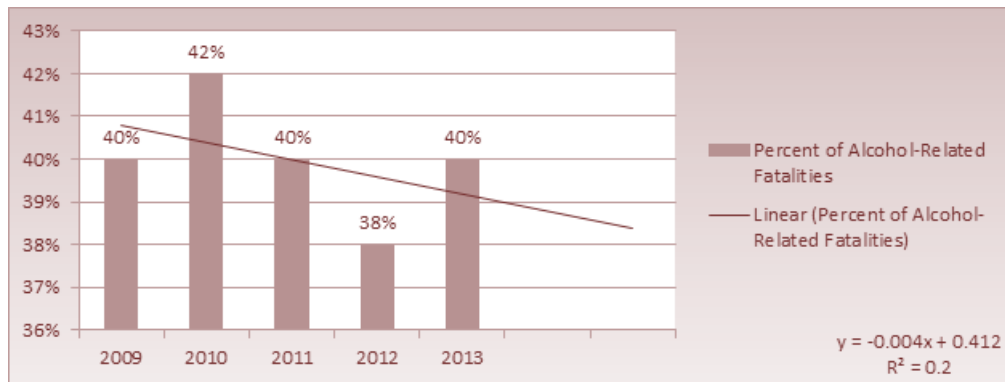


Figure 3. Percent of Alcohol-Related Fatalities, 2009–2013



PROGRAM MANAGEMENT AND STRATEGIC PLANNING

TEXAS IMPAIRED DRIVING TASK FORCE

The Texas Impaired Driving Plan is revised on an annual basis with input and approval from the Texas Impaired Driving Task Force. The Task Force has developed and approved this plan in preparation for submission through the Texas Department of Transportation (TxDOT) to the National Highway Traffic Safety Administration (NHTSA) in accordance with MAP-21. This plan is a qualifying criterion for Section 405(d) Impaired Driving Countermeasures grant funding for Mid-Range States, and Texas is in this category.

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

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

Membership

The Texas Statewide Impaired Driving Task Force includes traditional and non-traditional leaders from organizations with a keen interest in addressing the problem of impaired driving. There are 59 members on the Task Force. Membership is primarily composed of representatives from subgrantees associated with the Alcohol and Other Drug Countermeasures Program within the Traffic Safety Section (TRF-TS) of TxDOT. The Task Force continually assesses weaknesses and gaps in expertise. If an area of the impaired driving problem is not reflected through Task Force membership, then the Task Force reaches out to non-affiliated individuals or organizations and invites them to join the Task Force.

All projects supported by TRF-TS are based on thorough problem identification that utilizes State and federal crash data, as well as other data related to geographic and demographic aspects of traffic safety and driver behavior. The State and, more specifically, the Impaired Driving Task Force use education, encouragement, enforcement, engineering, and evaluation in order to

develop strategies for addressing identified problems and targeted groups. To ensure that the State is making progress, performance metrics have been identified and stakeholder input and participation have been demonstrated through the creation and maintenance of this plan.

Detailed information regarding Task Force membership and meetings can be found in Appendices D and E. Appendix D is a comprehensive list of individual members of the Task Force, and Appendix E details Task Force membership by organization and respective focus area.

Meetings

The Texas Impaired Driving Task Force meets twice a year. These meetings are conducted by the Texas A&M Transportation Institute (TTI) in Austin. The first meeting is held in the fall – typically in October -- prior to the traffic safety proposal cycle. The second meeting is held in the spring – typically in April -- in conjunction with the Statewide Impaired Driving Forum.

Appendix F contains notes from FY 16 Task Force meetings, Appendix G are notes from Subcommittee meetings, and Appendix H contains information regarding the FY 16 Statewide Impaired Driving Forum.

STRATEGIC PLANNING

The most recent strategic planning session for the Texas Traffic Safety Program addressed the period including FY 2012 – 2016. The session reevaluated the program areas, goals, strategies, and reviewed the traffic safety program mission statement.

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

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

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

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

Goals

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

Strategies

- Increase and sustain high visibility enforcement of DWI laws
- Improve BAC testing and reporting to the State's crash records information system (CRIS)
- Improve anti-DWI public information and education campaigns including appropriate bilingual campaigns
- Increase the number of law enforcement task forces and coordinated enforcement campaigns
- Increase training for anti-DWI advocates
- Increase intervention efforts
- Improve and increase training for law enforcement officers
- Improve DWI processing procedures
- Improve adjudication and processing of DWI cases through improved training for judges, administrative license revocation judges, prosecutors, and probation officers
- Increase the use of warrants for mandatory blood draws
- Educate the public and stakeholders on the use of interlock devices and other alcohol monitoring technologies for DWI offenders
- Improve education programs on alcohol and driving for youth
- Increase enforcement of driving under the influence by minors laws
- Increase public education and information, concentrating on youth age 5–13 and 14–20, including parent education on drinking
- Increase primary prevention efforts
- Increase public education and information on drunk and drugged driving impairment

In order for the strategic planning to be an integral part of the Texas Impaired Driving Plan, the goals and strategies are not only part of the internal operations of the program but integrated into the actions of the Impaired Driving Task Force. The following are the performance measures that have been identified as metrics to assess the impact of the TxDOT Alcohol and Other Drug Countermeasures Program.

Performance Measures

- Number of DUI-related (alcohol or other drugs) KAB crashes
- Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
- Number of impaired-driving arrests made during grant-funded enforcement activities
- Number of 16-20 year old DUI drivers (alcohol or other drugs) in KAB crashes per 100,000 16-20 year olds

It is the intention of the Texas Impaired Driving Task Force to identify secondary performance measures related to crashes, program deployment, youth, and other items in order to better understand the impact of countermeasures on the number of fatal and serious injury crashes where at least one driver is deemed to be impaired by alcohol and/or other drugs.

Assessment

In addition to the annual planning and goal setting, Texas has worked with NHTSA to conduct a Statewide Impaired Driving Assessment in 2010 and again in August 2015. The Task Force and TxDOT use the recommendations from these assessments as a framework of performance measurement for the program. The Task Force reviews the recommendations annually, at a minimum, to determine the State's progress towards the assessment results.

PROGRAM MANAGEMENT

The Highway Safety Office (HSO) is managed by the Traffic Safety Section (TRF-TS) in the Traffic Operations Division (TRF) of the Texas Department of Transportation (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 the NHTSA, a division of the U.S. Department of Transportation (USDOT).

Over 347 traffic safety grants are awarded annually to state and local governmental agencies, colleges and universities, and non-profit agencies across Texas. One hundred and seventeen Alcohol and Other Drugs Countermeasures projects were planned in the Texas Highway Safety Plan for FY 2015, 153 projects were planned for FY 2016, and 148 were planned for FY 2017. A list of those organizations represented on the Task Force with a TxDOT-sponsored Alcohol and Other Drugs Countermeasures project can be found as Appendix I.

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 Task Force works together with

TxDOT to create a multifaceted, cohesive program, as opposed to a group of projects and organizations, in order to address the problem of impaired driving in Texas.

Resources

The TxDOT Alcohol and Other Drug Countermeasures Program area has a comprehensive approach to addressing the problem of impaired driving in Texas. The following table provides a fiscal summary for FY 2015–2017:

Table 1. Fiscal Summary for FY 2015–2017

	FY 2015 Awarded	FY 2016 Awarded	FY 17 Planned
Federal	\$18,640,713	\$ 16,464,162.29	\$ 15,225,007.76
State	\$1,300,000	\$ 300,000.00	\$ 300,000.00
Program Income	\$21,600	\$ 800,000.00	\$ 0.00
Match	\$13,410,825	\$ 29,829,295.20	\$ 26,267,268.74
Total	\$33,373,138	\$ 47,393,457.49	\$41,792,276.50

Currently, some of the costs associated with addressing the impaired driving issues in Texas are supported by fines related to offenses. The Texas Legislature has been hesitant in recent years to impose additional fines. A list of bills passed during the 84th Texas Legislature can be found in Appendix J. The Impaired Driving Task Force continues to examine ways that fines could be applied in order to support traffic safety initiatives from a fiscal perspective.

DATA AND RECORDS



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

CRIS data is combined with other data sources including the U.S. Census, the Fatality Analysis Reporting System (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, encouragement, 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 Judiciary (TCJ), who are also members of the Impaired Driving Task Force.

The Texas A&M Transportation Institute (TTI) provides additional extensive data analysis to TxDOT and facilitates the development of the Texas Strategic Highway Safety Plan.

RECOMMENDATIONS FROM 2015 IMPAIRED DRIVING PROGRAM TECHNICAL ASSESSMENT

- **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 and receiving administrative support from the Texas Operations Division-Traffic Safety Section (TRF-TS)**
- **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**
- Conduct a study to determine the Texas Highway Safety Office’s needs for better and more accurate impaired driving data
- Evaluate impaired driving programs to determine if resources are being allocated in the most effective manner
- Establish private/public partnerships to increase funding for the impaired driving program
- 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



PREVENTION

NHTSA recommends that impaired driving prevention programs should 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 Task Force members to promote and educate Texans on responsible alcohol consumption.

Responsible Alcohol Service

The Texas Impaired Driving Task Force 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, and any alcohol service to minors at the statewide and community level. Additionally, the group focuses on policies and best practices that prevent over-service to those individuals aged 21 and over. Education is promoted and provided by Task Force members, 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 Alcohol 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 sever 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.

TABC offers a Manager's Awareness Program (MAP) for owners and managers of licensed establishments to encourage voluntary compliance through education. Topics presented during MAP training include: responsible management practices, exemption from administrative action (safe harbor), civil liability for the licensed establishment, minors, private clubs, intervention techniques, signs of intoxication, refusing sales, policies and procedures, and checking employee certification for seller/server training. Additionally, TABC offers a companion education program, known as SERVE, for all employees of licensed locations to deter violations and promote voluntary compliance with the Texas Alcoholic Beverage Code. MAP, SERVE, and other responsible vendor programs are offered free of charge to licensed retailers and their employees.

Risk-Based Enforcement

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

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

Priority Inspection

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

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

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

During FY 2014, 7,010 retailers qualified for priority status. TABC enforcement agents conducted over 45,350 inspections of these priority status retailers as the year progressed. These inspections produced nearly 554 criminal cases and over 886 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 percent in FY 2006, to 6.9 percent by the end of FY 2014.

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: Christmas/New Year Holiday Campaign, Project Celebration, Impaired Driving Mobilization STEP Grant Program, Hispanic Impaired Driving Campaign, Labor Day, Football Season Impaired Driving, and College and Young Adult.

The Texas Impaired Driving Task Force members and their respective organizations work with other agencies which are not funded by TxDOT in order to continue to address this important component of an integrated Impaired Driving Plan. 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/basis. 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 Texas Impaired Driving Task Force works with various statewide organizations to promote best practices for social hosting. Social hosts are individuals who provide alcohol to minors in a home or other private property where underage drinking occurs. Such parties can result in

various negative consequences such as vandalism, impaired driving, alcohol poisoning, and sexual assault. Responding to these parties places a costly burden on police, fire, and emergency services.

Coalitions across the State educate communities on the dangers of underage drinking parties, and the importance of holding social hosts accountable for the costs these parties impose on communities. Coalitions educate communities on current laws regarding providing alcohol to minors, as well as the importance of youth abstention until 21 to reduce the likelihood of alcohol addiction. Organizations such as Texans Standing Tall (TST) train law enforcement on controlled party dispersal, so law enforcement personnel can respond to parties and ensure the safety of the youth attendees and the surrounding community. The Texas Municipal Courts Education Center offers judicial education on topics related to social hosting.



Community-Based Programs

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

- Advocacy Groups
- Coalitions
- Community and Professional Organizations
- 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 affect social norms to reduce alcohol abuse and impaired driving.

Although it is no longer taught in school, young people 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 as well for over a decade. Identified for the last several years as a national best practice, the Teens in the Driver Seat® program is designed to engage, empower, and activate students to become young

traffic safety advocates. Having now reached over 750 high schools in Texas, Teens in the Driver Seat® emphasizes helping students avoid impaired driving as a key outreach and educational message. A brief testimonial video exhibiting the program's ability to positively influence and create a traffic safety culture amongst high school students can be viewed at: https://www.youtube.com/watch?feature=player_embedded&v=1H-fq4OVPFs. 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. Examples would include 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, employs 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, *silent* by being free of distractions like cellphones, and *sober* by refraining from using alcohol or drugs.

Employers

Building an on-going traffic safety culture of preventing impaired driving is also achieved through employers. As 80% of Texans have an employer or live with someone who does, and employees drive to work and may drive as a part of their job, makes the employer ideal to address impairment. The workplace is a critical 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 the potential liability that can be significant. 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 Texans Standing Tall; this organization hosts regional forums and trainings based on initiatives that start at the community level to address impaired driving.

For a more comprehensive list of local and statewide coalitions and respective Traffic Safety Specialists, please see Appendix K.

RECOMMENDATIONS FROM 2015 IMPAIRED DRIVING PROGRAM TECHNICAL ASSESSMENT

- Implement high-visibility underage drinking enforcement, including party patrols and compliance checks, supported by media campaigns
- Enact a strict social host liability statute holding all individuals liable for damages resulting from over-service of alcohol to guests
- **Enact a \$.10 per drink excise tax increase and dedicate a portion of new revenues to alcohol abuse and impaired driving prevention and treatment**
- Ensure that all designated driver programs stress “no use of alcohol” messages for the designated driver
- Ensure alternative transportation programs do not encourage or enable excessive drinking
- Ensure that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals and do not unintentionally promote over-consumption
- Provide schools with current, Texas-specific impaired driving information for inclusion in health and other curricula
- Coordinate school-based impaired driving activities with evidence-based alcohol and substance abuse prevention programs
- Continue and expand the *Our Driving Concern: Texas Employer Traffic Safety Program*
- Conduct an assessment of community-based coalitions that addresses 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
- Coordinate highway safety plans and programs with substance abuse prevention plans and programs



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, judiciary, and probation/community supervision. Each of these components addresses general and specific deterrence.

In order for deterrence to be effective, a multidisciplinary approach that ensures each criminal justice component is educated and engaged in its particular aspect of the issue of impaired driving must be used. For more than ten 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. These guidelines provide specific suggestions to define offenses, provide facilitation for effective enforcement, and establish penalties for the offenses. Details related to these guidelines and how Texas laws address each one are included in Table 2.

The Texas statute information is detailed according to the following:

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

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

	NHTSA Recommendations	Texas Statutes and/or Commentary
Laws Should Define Offenses to Include	Driving while impaired by alcohol or other drugs (whether illegal, prescription or over-the-counter) and treating both offenses similarly;	IPC 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 (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 PC 49.09 Enhanced Offenses & Penalties 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 Under the Influence by Minor (<i>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.</i>)
	Repeat offender with increasing sanctions for each subsequent offense;	PC 49.09 Enhanced Offenses & Penalties ABC 106.041 Driving Under the Influence by 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 TC 521.292 Department 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 System Offense

	NHTSA Recommendations	Texas Statutes and/or Commentary
Laws Should Include Provisions to Facilitate Effective Enforcement	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);	<i>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.</i>
	Authorize law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers;	<i>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 Breath Testing, such a device has never been approved. Portable breath tests are admissible to establish probable cause outside of the jury. Statutes neither expressly authorize nor prohibit the use of passive alcohol sensors.</i>
	Authorize law enforcement to obtain more than one chemical test from an operator suspected of impaired driving, including preliminary breath tests, evidential breath tests, and screening and confirmatory tests for alcohol or other impairing drugs;	TC 724.011 Consent to Taking a Specimen An officer may obtain one or more samples of breath and/or blood.
	Require law enforcement to conduct mandatory BAC testing of drivers involved in fatal crashes.	TC 724.012b Taking of a Specimen One of the nation's most expansive laws, currently unusable after recent Supreme Court rulings.
Laws Should Establish Effective Penalties	Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test;	TC 521.372 Automatic Suspension for Certain Drugs
	Prompt and certain administrative license suspension of at least 90 days for first-time offenders determined by chemical test(s) to have a BAC at or above the State's "per se" level or of at least 15 days followed immediately by a restricted, provisional or conditional license for at least 75 days, if such license restricts the offender to operating only vehicles equipped with an ignition interlock;	TC 724.032 Officer Duties for License Suspension TC 724.033 Issuance by Department of Notice of Suspension in Denial TC 724.035 Suspension in Denial of License TC 524.022 Period of Suspension
	Enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment;	PC 49.09 Enhanced Offenses & Penalties TC 521.246 Ignition Interlock 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
	Assessment for alcohol or other drug abuse problems for all impaired driving offenders and, as appropriate, treatment, abstinence from use of alcohol and other drugs, and frequent monitoring;	<i>Texas does not have a statute that requires assessment for alcohol or other drug abuse problems for all impaired driving offenders. CCP 42.12 §13 (a)(2) allows a judge to order an assessment for alcohol or other drug abuse problems and requires an assessment for subsequent offense.</i>

NHTSA Recommendations	Texas Statutes and/or Commentary
Driver license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs.	ABC 106.02 Purchase of Alcohol by Minor ABC 106.071 Punishment for Alcohol Related Offense by Minor ABC 106.04 Consumption of Alcohol by Minor ABC 106.05 Possession of Alcohol by Minor ABC 106.07 Misrepresentation of Age by a Minor ABC 106.115 Attendance at an Alcohol Awareness Course; License Suspension PC 49.02 Public Intoxication



ENFORCEMENT

Texas law enforcement includes state and local officers from the Texas Department of Public Safety (TxDPS), police agencies (municipalities, university, school districts, etc.), sheriff offices, and constables as well as agents with the Texas Alcoholic Beverage Commission (TABC) and Texas Parks and Wildlife.

One of the primary goals of the NHTSA 2010 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 (DRE) and Advanced Roadside Impaired Driving Enforcement education (ARIDE).

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.



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 weekend). 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 analysis 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 Texas Impaired Driving Task Force 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 Task Force and provide a practical perspective related to processing DWI cases through the criminal justice system. They are responsible for implementing the 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 Texas Municipal Courts Education Center also trains prosecutors on the adjudication of juvenile DUI cases.

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



ADJUDICATION

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

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

Bond conditions are important in DWI cases in Texas because those conditions restrict and monitor the defendant's behavior until the case is finalized. Courts are encouraged as a best practice, and in some cases, mandated, to order ignition interlock and other innovative technology approaches as conditions of bond to decrease the rate of recidivism.

After a charging instrument is filed with a trial court, that court is responsible for properly adjudicating the charge and imposing a disposition. Impaired driving defendants have the right to a trial by jury for both the guilt/innocence and punishment phases of a trial.

Trial courts include specialized DWI/drug courts where recidivism, screening, and treatment are addressed over a longer period with the goal of reducing the probability of a driver reoffending. Other courts, without the DWI/drug court approach, may use more traditional approaches to DWI cases, but they are encouraged to utilize ignition interlock and other innovative approaches to decrease the rate of recidivism.

Each of the different courts has a statewide association that is funded to provide technical assistance and provide education specifically related to impaired driving. This integration of the judiciary and the practical continuing education has proven to be a critical element in addressing the problem of impaired driving as well as traffic records and other traffic safety issues in the State.

Texas has instituted specialty courts that are able to address the adjudication and treatment aspects of the impaired driving problem. Members of the Texas Impaired Driving Task Force 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 are dealing directly with DWI cases.



COMMUNITY SUPERVISION/PROBATION

Offenders who have been convicted of an impaired driving offense have two sentencing options: jail time or probation. In Texas, probation is also known as community supervision. In most impaired driving cases, the offender is placed on probation 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, 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. While some cases mandate an ignition interlock be ordered, a court may assign this at their discretion as well. 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 breath sample in order for the vehicle to start. Once the vehicle is started, the device requires the driver to provide additional breath samples at randomly occurring intervals.

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

For offenders placed on probation for intoxication assault or intoxication manslaughter, ignition interlock is mandated. Subsequent impaired driving offenders must also be ordered an ignition interlock. In the state of Texas, ignition interlock is not mandated for all first offenders. 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 Texas Municipal Courts Education Center trains judges and 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 drivers licenses of individuals arrested on the suspicion of driving under the influence of alcohol and/or other drugs who either refuse to submit to a chemical test (breath or blood) or whose test results indicate a blood alcohol concentration

(BAC) above the per se limit of 0.08. Drivers are given a notice of suspension that allows them to drive temporarily during such time the suspension may be challenged through an administrative hearing. If the suspension is not challenged through the hearing process or the suspension is upheld during the hearing, then the driver may have their license suspended for an extended period of time and/or receive an occupational license that allows them to transport themselves to and from work.

Table 3. ALR Sanctions for Adults

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

Table 4. ALR Sanctions for Minors

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

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

RECOMMENDATIONS FROM 2015 IMPAIRED DRIVING PROGRAM TECHNICAL ASSESSMENT

- **Codify driving while intoxicated (DWI) deferral, diversion, and pre-trial intervention programs so as to provide uniform statewide guidelines, requirements, and procedures that regulate the implementation, operation, and applicability of such programs**
- **Enact reasonable constitutional guidelines through one or more politically accountable governing bodies regarding driving while intoxicated (DWI)/sobriety roadblocks**
- **Enact a statute that establishes a uniform statewide driving while intoxicated (DWI) case tracking system in which all DWI charges are required to be charged on specifically numbered uniform traffic citations, the dispositions 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**
- **Enact a statute that allows well planned and fairly executed sobriety checkpoints**
- Continue regular Advanced Roadside Impaired Driving Enforcement (ARIDE) training classes that incorporate a refresher of the Standardized Field Sobriety Tests (SFST) and an introduction to drugs that impair driving
- Continue Standardized Field Sobriety Tests (SFST) refresher training programs for patrol officers
- **Conduct additional Drug Recognition Expert (DRE) training classes to achieve and maintain an adequate contingent of DREs statewide**
- **Expand statewide partners for Drug Recognition Expert (DRE) training through regional training teams**
- **Expand utilization of Drug Recognition Expert (DRE) officers in driving while intoxicated (DWI) mobilizations and fatal collision investigations**
- Enact a statute establishing per se levels for controlled substances
- Update Drug Recognition Expert (DRE) protocols to require a copy of the face sheet be provided with the blood sample submitted for testing
- Expand development and deployment of the driving under the influence (DUI) report writing programs to reduce processing time
- Increase use of Texas Alcoholic Beverage Commission agents in Selective Traffic Enforcement Program activities
- Provide regular, ongoing training for prosecutors and members of the judiciary on the principles, effectiveness, and accuracy of Standardized Field Sobriety Tests (SFSTs), the Drug Recognition Expert (DRE) Program, and approved breath testing instrumentation

- Provide training to law enforcement officers to enable them to properly enforce the Texas ignition interlock device statute
- **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**
- Encourage prosecutors and county attorneys to request judges not 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
- Convene a meeting of prosecutors and county attorneys to develop and recommend specific uniform statewide guidelines, standards, and requirements for the operation of DWI Pretrial Diversion and/or DWI Pretrial Intervention programs
- Adopt statutory guidelines for the operation of pretrial deferral, diversion, and intervention programs
- Educate law enforcement and other criminal justice stakeholders in how driver license checkpoints can be constitutionally operated and utilized
- 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
- Convene a task force to investigate and report, to the Governor and Legislature, the current deficient state of driving while intoxicated (DWI) record keeping and DWI case disposition practices so that appropriate remedies, statutory or otherwise, can be fashioned to address and cure such deficiencies
- Continue funding for the further establishment and expansion of driving while intoxicated (DWI)/Drug Courts and for the training of judges, prosecutors, and other personnel needed to operate such courts
- Encourage judges to not permit driving while intoxicated (DWI) defendants to avoid probation where the best interests 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
- Monitor pending caseloads in those jurisdictions in which there are delays exceeding 24 months in the disposition of driving while intoxicated (DWI) cases
- **Enact a driving while intoxicated (DWI) diversion statute that would enable DWI/Drug Court judges to reward those who successfully complete a DWI/Drug Court program of one year or longer in duration, by dismissing the pending DWI case upon motion by the District or County Attorney**
- Ensure that ignition interlock monitoring is effective and that information about violations has some impact on the non-compliant user

- 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
- Resolve the continued concern about the administrative hearings' negative impact on criminal cases based on a study the interaction of administrative and criminal proceedings
- Conduct a study of the effect of the Responsible Driver Act surcharges on subsequent compliance and relicensure of drivers to determine if alternative source of revenue should be sought
- 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
- Enact a law that allows vehicle sanctions to be used for driving while intoxicated (DWI) convictions



COMMUNICATION PROGRAM

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

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

Table 5. Communication Projects and Campaigns

Project Title	Organization	FY 15	FY 16	FY 17
Christmas/New Year Holiday Campaign	Texas Department of Transportation	X	X	X
College and Young Adult	Texas Department of Transportation	X	X	X
DWI March for Change	AAA Texas and the Travis County Underage Drinking Prevention Program	X	X	X
Football Season Impaired Driving	Texas Department of Transportation	X	X	X
Hispanic Impaired Driving Campaign	Texas Department of Transportation	X	X	X
Impaired Driving Mobilization STEP Grant Program	Texas Department of Transportation	X	X	X
Labor Day	Texas Department of Transportation	X	X	X
Project Celebration	Texas Department of Transportation	X	X	X

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

- Corporations - Valero, HEB, AMI, and Clear Channel Communications, etc.
- Business and Professional Associations - Representing restaurants, convenience stores, insurance, colleges, business alliances, chambers of commerce, OSHA, etc.
- Professional Development Groups - Leadership Program for Young Hispanics, etc.

- Youth and College Groups - Teens/U in the Driver Seat and other young driver programs
- Festival and Event Groups - San Antonio's Fiesta, Fort Worth Stock Show, Circuit of the Americas in Austin, Republic of Texas (ROT) Rally, and college football tailgating and game time
- Alternative Transportation Opportunities - Pre-paid vouchers for cabs, etc.
- Distributor's Campaign and Education Programs
- Community Outreach Activities – National Night Out, 100 Club, etc.
- National Safety Council's Employer Network, Safe Communities & Teen Coalitions
- Judicial Networks (Teen Courts, TCCA, Judges/Clerks, etc.)

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

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

In addition to these mass media tactics, the communications plan includes a serious grassroots 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 are organizing their own local safety coalitions, comprised of local law enforcement, business leaders, and concerned citizens to address this complex issue at the local level.

For many of the impaired driving campaigns, the creative ad agencies design tours, such as the traveling jail cell for the Labor Day Campaign: *Drink. Drive. Go to Jail.* These tours travel to the major metro areas, college campuses, and rural safety fairs to spread the word about 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 Traffic Safety 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 the one who is the least intoxicated.

Coalitions serve as the mouthpiece to the communication program. In order to maximize the reach of these coalitions, Task Force members advocate for both greater cooperation within individual coalitions and also between established and emerging local, regional, and statewide coalitions. While there are a number of coalitions dedicated to raising impaired driving awareness, their efforts may go unnoticed by coalitions in distant and even surrounding jurisdictions. In the future, Task Force members would like to compile and maintain an exhaustive database containing contact and event-specific information for each individual coalition. The database would also serve as a platform for facilitating discussion, reporting efforts, and sharing materials and best practices between groups. Creating and maintaining a central coalition database would help to expand the reach of the important outreach materials that have already been produced.

RECOMMENDATIONS FROM 2015 IMPAIRED DRIVING PROGRAM TECHNICAL ASSESSMENT

- 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
- **Evaluate Highway Safety Office marketing to ensure its messages are reaching target audiences**



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 Texas Impaired Driving Plan is to prevent crashes and fatalities by addressing the root cause of a large portion of the impaired driving problem.

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

In addition to incorporating effective representation into the operations of the Task Force, 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 as 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 both real and potential problem alcohol use. It should also motivate an individual to moderate any harmful

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

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

TREATMENT AND REHABILITATION

With the exception of DWI/Drug Courts, the Texas Impaired Driving Task Force is not directly engaged in treatment and rehabilitation activities. However, the Task Force works with health care and other professionals related to treatment and rehabilitation. Texas 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 Task Force still considers Treatment and Rehabilitation to be a valid countermeasure and will continue to pursue other available funding and collaborative opportunities.



MONITORING IMPAIRED DRIVERS

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

Texas does not have a statewide system that tracks impaired drivers through the criminal justice system. Members of the Texas Impaired Driving Task Force are involved with educating the judiciary and probation to engage offenders so that they will comply with the elements of their sentencing.

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.

RECOMMENDATIONS FROM 2015 IMPAIRED DRIVING PROGRAM TECHNICAL ASSESSMENT

- **Develop and implement a driving while intoxicated (DWI) tracking system**
- Require the use of uniform and standardized screening protocols in community supervision (probation)
- Require the use of uniform and standardized screening protocols in all driving while intoxicated (DWI) education programs
- Implement Screening, Brief Intervention, and Referral to Treatment procedures in healthcare settings throughout Texas
- Implement Screening, Brief Intervention, and Referral to Treatment procedures on college campuses throughout Texas
- Expand the availability of driving while intoxicated (DWI) courts in Texas
- Require the use of uniform and standardized screening protocols in all driving while intoxicated (DWI) education programs

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 Texas Impaired Driving Task Force and the TxDOT Alcohol and Other Drugs Countermeasures Program rely primarily on crash data from the Texas Crash Records Information System (CRIS) and NHTSA's Fatality Analysis Reporting System (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 order to establish an impaired driving database, all possible sources of data will need to be identified. 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 of the available data into one database, as well as maintenance of the database.

The first identifiable step is to survey impaired driving stakeholders for the data types they have, sources they use, and any potential barriers to sharing their data. Additionally, this will give the Task Force 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.

RECOMMENDATIONS FROM 2015 IMPAIRED DRIVING PROGRAM TECHNICAL ASSESSMENT

- 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
- Engage the Traffic Records Coordinating Committee to develop the database needed for impaired driving enforcement evaluation from the core data systems of the State Traffic Records System, including citation/adjudication, driver, vehicle, roadway, crash, and injury surveillance
- **Develop a driving while intoxicated (DWI) tracking system to enable analysis of the impaired driving problem in the State**
- Engage the Traffic Records Coordinating Committee in determining the source and location of various data elements that are needed in an effective driving while intoxicated (DWI) tracking system
- **Provide funding for an eCitation system such as the one proposed by the Texas Office of Court Administration**
- Enact legislation that prevents removal of driving while intoxicated (DWI) conviction data from the driver history

SUMMARY

The Texas Impaired Driving Task Force and the Texas Impaired Driving Plan have evolved over the last ten years to include all aspects of the impaired driving continuum. The Texas Impaired Driving Plan 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 Task Force can significantly impact impaired driving in the State. New and innovative projects are funded each year by TxDOT's Traffic Safety Alcohol and Other Drug Countermeasures Program to address all of the diverse components of the impaired driving program. The Task Force and the plan are robust in nature and will continue to change and evolve as processes and laws change in the State. Both the Task Force and the plan will continue to improve, so that the State can make progress toward eliminating the deadly and far-reaching problem of impaired driving.

APPENDIX A. TEXAS IMPAIRED DRIVING PROGRAM INTERNAL ASSESSMENT MATRIX

Year	Recommendation	Status	Comments/References
I. Program Management and Strategic Planning			
A. State and Tribal DWI Task Forces and Commissions			
2010	Implement recommendations from the Impaired Driving Assessment Report with priorities set by the DWI Task Force	Ongoing	The Texas Impaired Driving Task Force meets periodically throughout the year (in whole and in-part) to review the implementation status of the assessment's recommendations. This matrix is intended to track the progress of activities related to the assessment recommendations. The implementation efforts will be an on-going process until impaired driving is no longer a significant traffic safety issue in the state.
2010	Document and evaluate the impact of the San Antonio Traffic Jam coalition model and if proven successful build similar regional and local coalitions where appropriate.	Complete Ongoing	TxDOT has recommended that other Districts/local communities adopt the Traffic Jam approach to ensure traffic safety initiatives are coordinated between agencies and organizations (with and without TxDOT grants). Community coalitions are an active part of the efforts to address impaired driving. See appendices for a list of the current community coalitions.
2010	Create and convene a DWI Task Force consisting of membership, at the highest level, of stakeholder organizations to review the findings and recommendations of the 2010 Impaired Driving Assessment Report.	Complete and Ongoing	Texas has created an Impaired Driving Task Force that is facilitated by the Texas A&M Transportation Institute (TTI) on behalf of Texas Department of Transportation (TxDOT). The Task Force includes, but is not limited to, representation from prevention, criminal justice, communication, treatment/rehabilitation, research, advocacy, public health, and education. The Task Force revises/approves the state's Impaired Driving Plan as well as establishing subcommittees to focus on specific aspects of the impaired driving issue and report back to the entire Task Force membership.

Year	Recommendation	Status	Comments/References
2015	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 Statewide Impaired Driving Task Force has drafted and submitted a support letter for the establishment of the Governor's Executive Committee to the Texas Transportation Commissioner. The Task Force is awaiting word back from the Commissioner regarding the status of this action item.
B. Strategic Planning			
2010	Undertake the state's strategic planning process in a holistic, coordinated and comprehensive manner	Complete and Ongoing	The strategic planning process is coordinated by TxDOT for the entire Traffic Safety Program and includes a diverse set of stakeholders from state and local levels.
2010	Implement remaining recommendations from the 2007 Traffic Records Assessment	In Progress	The Traffic Records Working Group meets separately, but has involved representation from the Impaired Driving Task Force.
2015	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	In TxDOT's FY 2017 RFP, a call was made for proposals to undertake a feasibility study for a DUI/DWI tracking system. The Texas Impaired Driving Task Force is waiting to hear back from TxDOT with regard to movement on this action item.
C. Program Management			
2010	Conduct training on the eGrant system for the new Traffic Safety Specialists who have recently transferred or been hired as part of the Texas Traffic Safety Section (TRF-TS).	Complete and Ongoing	Training is ongoing and online help is available on an as needed basis. TxDOT Traffic Safety Personnel participate in the training with Sub-grantees to maximize communication.
2010	Conduct program evaluation in addition to an administrative evaluation of the Impaired Driving Program area	Complete and Ongoing	Targeted evaluations continue and an evaluation component has been implemented as appropriate on selected projects.

Year	Recommendation	Status	Comments/References
2015	Conduct a study to determine the Texas Highway Safety Office's needs for better and more accurate impaired driving data	Not Being Addressed Currently	At present, a call for a formal study has not been made by TxDOT to pursue this recommendation. However, as part of ongoing program efforts, sub-grantees are performing annual Statewide impaired driving crash analyses that pertains to the states need for identifying impaired driving data.
D. Resources			
2010	Fill the Traffic Safety Section vacant program manager and Traffic Safety Specialist positions as soon as possible.	Complete and Ongoing	There are two full-time Alcohol and other Drug Countermeasures Program Managers that devote 100% of their time to impaired driving. There are no critical vacancies in the TxDOT Traffic Operations Division – Traffic Safety Section at this time.
2010	Import NHTSA sponsored training in Program Management, Safe Communities, Impaired Driving and Financial Management for all program managers and Traffic Safety Specialists	Complete and Ongoing	TxDOT traffic safety staff as well as sub-grantees, attend NHTSA program management training. Annual grant progress meetings are also held with sub-grantees to provide continuous project management training and assistance.
2010	Establish funding based upon portions of fines, court costs, etc., to support long term projects and promote self-sufficiency	Requires Legislative Action	This recommendation has been discussed at length among the program partners. During the last legislative session, representatives introduced very few bills that required a fiscal note. School financing and the overall state budget was the major funding focus.
2015	Evaluate impaired driving programs to determine if resources are being allocated in the most effective manner	Complete and Ongoing	This activity is performed at the State level by TxDOT. Program partners do not participate at this level unless directed to do so by TxDOT. This does not preclude an independent investigation of resources effectiveness as part of a larger project related effort.
2015	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.

Year	Recommendation	Status	Comments/References
2015	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	This action would require legislation to be passed. Program partners are unable to pursue, promote, or lobby legislative activity at any level.
II. Prevention			
A. Responsible Alcohol Service			
2010 2015	Enact a \$.10 per drink excise tax increase and dedicate a portion of new revenues to alcohol abuse and impaired driving prevention and treatment	Not Being Addressed Currently Requires Legislative Action	While use of fees to support project self-sufficiency is a priority for program partners, the perception of raising additional taxes (including fees and surcharges) will be met with little support. The excise tax is not calculated according to a % of the price of the alcohol but rather as a flat tax. Changing the method of collection would be met with conflict as the Texas Liquor lobby would fight the potential change with considerable resources.
2015	Implement high visibility underage drinking enforcement, including party patrols and compliance checks, supported by media campaigns	Complete and Ongoing	TxDOT and the traffic safety partners address underage drinking enforcement through different projects that address the problem through alcohol retail stings, media campaigns, and high visibility enforcement projects.

Year	Recommendation	Status	Comments/References
2015	Enact a strict social host liability statute holding all individuals liable for damages resulting from over service of alcohol to guests	Complete and Ongoing Requires Legislative Action	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 over serves. There is an area of growth where strengthening the laws for social hosting at the private level where individuals over the age of 21 are consuming. Making alcohol available to a minor is covered under present legislative mandates.
B. Community Based Programs			
1. Schools			
2010	Replicate <i>Shattered Dreams</i> and other prevention strategies in schools throughout Texas	Complete and Ongoing	Shattered Dreams and similar programs are available in most parts of the State. Currently, individual schools or districts must fund the implementation of Shattered Dreams in local areas.
2010	Establish a college alcohol abuse/impaired driving prevention consortium	Complete and Ongoing	Programs, education, and awareness efforts such as peer to peer and social norm change are implemented in colleges and universities statewide.
2010 2015	Provide schools with current, Texas specific impaired driving information for inclusion in health and other curricula	Complete and Ongoing	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. The Education Subcommittee of the Impaired Driving Task Force actively works toward the ongoing effort of providing schools with current and accurate information. The Subcommittee is currently developing a resource booklet on Evidence-Based Programs for Alcohol Awareness that will be distributed to schools.

Year	Recommendation	Status	Comments/References
2015	Coordinate school based impaired driving activities with evidence based alcohol and substance abuse prevention programs	Complete and Ongoing	<p>The Texas Impaired Driving Task force has compiled a list of evidence based school based programs and activities that addresses alcohol and substance abuse prevention. The list of evidence based projects will be a resource for TxDOT and impaired driving program partners to promote prevention at elementary, middle and secondary education institutions.</p> <p>The Education Subcommittee of the Impaired Driving Task Force actively works toward the ongoing effort of providing schools with current and accurate information. The Subcommittee is currently developing a resource booklet on Evidence-Based Programs for Alcohol Awareness that will be distributed to schools.</p>
2. Employers			
2015	Continue and expand the Our Driving Concern: Texas Employer Traffic Safety Program	Complete and Ongoing	TxDOT continues to support and fund the National Safety Council's program that addresses impaired driving within occupational settings. The State also supports other program partners for their effort in educating organizations about impairment as it relates to occupational settings.
3. Community Coalitions and Traffic Safety Partners			
2010	Coordinate the Safe Communities model with Drug Free Communities, Strategic Prevention Framework-State Incentive Grant (SPF-SIG), and other local traffic safety and substance abuse prevention coalitions throughout Texas	Completed and Ongoing	Texas is utilizing a Safe Communities model to engage stakeholders at the local level in order to address traffic safety as a threat to the community. Impaired driving subcommittees are part of this approach and they provide specific attention to the problem reporting back to the larger group. Traffic Safety Specialist for TxDOT coordinate several Traffic Safety Community Coalitions that address a wide variety of issues including impaired driving and prevention.

Year	Recommendation	Status	Comments/References
2010	Provide funding to sustain community coalitions developed under the Strategic Prevention Framework-State Incentive Grant (SPF-SIG)	Completed and Ongoing	TxDOT continues to provide funding and support for multiple community traffic safety coalitions at the state and district level. These coalitions stand as individual efforts or part of a larger traffic safety grant project.
2015	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	Not Being Addressed Currently	The Texas Impaired Driving Task Force has discussed moving on this action item. This undertaking may better be achieved through a grant proposal that a member organization pursues. Several organizations have submitted proposals to TxDOT for FY17 to meet this recommendation.
2015	Coordinate highway safety plans and programs with substance abuse prevention plans and programs	Not Being Addressed Currently	The Texas Impaired Driving Task Force has discussed moving on this action item. The effort will be undertaken in the near future.
4. Transportation Alternatives			
2010	Continue to develop public/private partnerships designed to promote alternative methods of transportation	Complete and Ongoing	TxDOT and program partners have stressed designated driver programs and alternative transportation options as an acceptable substitute to driving after drinking especially in conjunction with holiday periods and special events. The option of utilizing companies such as Uber and Lyft to provide safe ride homes for impaired drivers are being discussed and researched.
2010 2015	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 through 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.
2015	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 through a wide variety of program media campaigns and blitz efforts.
2010 2015	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 through a wide variety of program media campaigns and blitz efforts.
III. Criminal Justice System			
A. Laws			

Year	Recommendation	Status	Comments/References
2010	Strengthen Administrative License Revocation to allow the process to immediately remove impaired drivers from the road.	Requires Legislative Action	Presently, the license is removed from the impaired driver upon arrest. However, a temporary permit is issued and the option of obtaining an occupational license to drive is a reality. Drivers also choose to operate without a valid license.
2010 2015	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 check points 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.
2015	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 Requires Legislative Action	At present, impaired driving checkpoints are not supported and as such using a license checkpoint to pretext for impaired driving is not legal nor is it ethical. In order for impaired driving checkpoints to take place there must be legislation that supports the effort.
2015	Codify driving while intoxicated (DWI) deferral, diversion, and pretrial intervention programs so as to provide uniform statewide guidelines, requirements, and procedure that regulate the implementation, operation, and applicability of such programs	Not Being Addressed Currently	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. Standardizing a set of procedures could require legislative action to coordinate and mandate specificity of purpose.

Year	Recommendation	Status	Comments/References
2015	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	In TxDOTs FY 2017 request for proposals, a call was made for a feasibility study for a DUI/DWI tracking system.
B. Enforcement			
2010	Expand development and deployment of LEADERS	Complete and Ongoing	Texas is in the process of expanding the LEADERS program.
2015	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 LEADERS expansion, the program will continue to focus on report writing process.
2010 2015	Enact a statute that allows well planned and fairly executed sobriety checkpoints	Requires Legislative Action	Bills relating to sobriety check points 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.
2010 2015	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.
2010 2015	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).

Year	Recommendation	Status	Comments/References
2010 2015	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>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.</p> <p>TABC has increased the number of undercover operations that are funded through TxDOT grants (which include minor sting and over-service operations)</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.</p>
2015	Continue regular Advance 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 inclusion is provided through training in the TxDOT grant.
2015	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.
2015	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.
2015	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.
2015	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.

Year	Recommendation	Status	Comments/References
2015	Enact a statute establishing per se levels for controlled substances	Requires Legislative Action	There are efforts being performed that are examining the potential of establishing per se limits for controlled substances.
2015	Provide training to law enforcement officers to enable them to properly enforce the Texas ignition interlock device statute	Not Being Addressed Currently	Training grant proposals have been submitted to TxDOT to address this gap.
C. Prosecution			
2010	Hold a listening session for all elected prosecutors in the state to identify what strategies and resources they need to improve their prosecution of impaired driving.	Complete	This action was completed as part of the FY 13 project administered by the Texas District and County Attorneys Association (TDCAA). A meeting was held at the elected prosecutor's conference in December 2013 to discuss this.
2015	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	There is area for growth in this area for preparation and assistance at trial. 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.
2015	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	Completed (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.
2015	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	In Progress	TDCAA program partners are working with their internal task force and state attorney's offices with regard to standards for pre-trial diversion programs.
2015	Adopt statutory guidelines for the operations of pre-trial deferral, diversion, and intervention programs	Requires Legislative Action	

Year	Recommendation	Status	Comments/References
2015	Educate Law Enforcement and other criminal justice stakeholders on how driver license checkpoints can be constitutionally operated and utilized	Not Being Addressed Currently	It should be noted that the Texas Legislature will not actively pursue sobriety checkpoints.
2015	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			
2010	Analyze the filings and dispositions from all courts, statewide and link to the arrest data and prosecution information for each court to identify weaknesses both geographically and systemically to strengthen efforts to improve the adjudication of impaired driving	Not Being Addressed Currently	This is very difficult to accomplish in Texas due to the court structure and lack of a comprehensive, statewide database related to DWI. There are ways of tackling this analysis in those counties where data streams exist. One approach might be to link at this analysis through sampling (similar approach that occupant protection utilizing for their surveys). Texas could designate specific counties within the state as sample counties and pull the necessary at that level in order to provide a viable estimation for the state as a whole.
2010	Apply an analysis to planning and management of resources to improve the adjudication of impaired driving	Not Being Addressed Currently	This is being addressed in other ways since the analysis of convictions is not available at a depth necessary to address specific geographic or other systematic challenges.
2010	Continue to develop and improve the science content in judicial education about alcohol and other drugs	Complete and Ongoing	By utilizing judicial liaisons at multiple levels, the state educates judges using experts in the field. The Liaisons work with state and national resources to ensure that they provide quality information to those judged hearing impaired driving cases. The judicial training centers in the state hold annual educational conferences that address impaired driving specifically.
2010	Map the judicial education resources and see where and how synergies might be created	Complete and Ongoing	Judicial education is coordinated statewide.
2010	Review the probation education and the DWI court education programs and identify opportunities to share education resources	In Progress	Some of this analysis has been completed and has resulted in additional training for the target audiences.

Year	Recommendation	Status	Comments/References
2010	Increase the consistency of information given on alcohol and other drugs in impaired driving cases so that the police, prosecutors, judges, and probation hear the same science	Complete and Ongoing	This recommendation is being addressed at some levels through organizations that are part of the program partners. Resources could be developed, such as tool kits, where all members of the process receive the same information (PowerPoint presentation to use in court, short videos for court and/or rife call meetings with law enforcement, etc.) Other states have accomplished this on varying levels.
2010	Increase probation resources for the management of impaired driving cases	Not Being Addressed Currently	The resources allocated for probation in Texas are determined at the county level since the officers are county employees, TxDOT and program partners can work with counties and statewide organizations to promote training and education, but do not have the authority to affect the probation resources at the county level.
2015	Convene a task force to investigate and report to the Governor and legislature the current deficient state of DWI record keeping and DWI case disposition practices so that appropriate remedies, statutory or otherwise, can be fashioned to address and cure such deficiencies	Not Being Addressed Currently	The Texas Impaired Driving Task Force is exploring the potential for convening a high level task force at the Governors level to address impaired driving issues and gaps where improvements can be made, No task force at this level is yet to be convened nor in action.
2015	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	Program Partners in the Bexar County Commissioners Court are 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.

Year	Recommendation	Status	Comments/References
2015	Encourage judges to not permit DWI defendants to avoid probation were 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.	Jurisdictional Determination	There is currently education related to appropriate sentencing, but it is left up to the individual judge to determine appropriate sentencing.
2015	Monitor pending caseloads in those jurisdictions in which there are delays exceeding 24-months in the disposition of DWI cases	Completed and Ongoing	Program partners-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. (Smith, Gregg, El Paso, Bexar, Harris, Montgomery, Travis, Dallas, Cameron, and Hidalgo Counties)
2015	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	Presently the Department of Public Safety is responsible for surcharge program which is part of the Driver Responsibility Program. Surcharges are administered post-conviction and sanctions are mandated under Chapter 708 Transportation Code. To enact this recommendation legislative action would have to be taken to amend the Transportation Code. The 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			
2010	Commission an assessment of ALR in Texas to establish best practices and identify the most effective design and focus on ways to optimize interactions between administrative and criminal proceedings.	Completed	TTI completed an assessment of the ALR process in Texas during FY 12. A copy of the final report was provided to TxDOT.
2010	Establish a forum for regular communication between the judiciary and administrative adjudicators of impaired driving proceedings	Completed and Ongoing	Training and communication has begun between these entities through projects managed by one or more of the judicial program partners.
2015	Ensure that ignition interlock monitoring is effective and that information about violations has some impact on the non-compliant user	Not Being Addressed Currently	Traffic safety grant applications have been made to TxDOT for consideration of funding.

Year	Recommendation	Status	Comments/References
2015	Notify and/or train law enforcement officers about the ignition interlock program and license so that they are able to recognize and interlock-restricted license and take appropriate action for non-compliance	Not Being Addressed Currently	Traffic Safety grant applications have been made to TxDOT for consideration of funding.
2015	Resolve the continued concern about the administrative hearings negative impact on criminal cases based on a study the interaction administrative and criminal proceedings	Not Being Addressed Currently	
2015	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	
2015	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 who 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.
2015	Enact a law that allows vehicle sanctions to be used for DWI convictions	Requires Legislative Action	
2. Driver Licensing Programs			
2010	Provide information regularly to minor drivers and law enforcement regarding the provisions of Graduated Driver Licensing, as awareness has definitely been shown to drive down the crash rates of this age group	Complete and Ongoing	Informational materials are distributed to driver education school owners online. The list of school owners is maintained by the Texas Education Agency. Additionally, workshops are provided by Education Service Center 6 and 13.
IV. Communications Programs			
2010	Continue to coordinate messages related to impaired driving campaigns with national campaigns to ensure a consistent message is delivered	Complete and Ongoing	Careful attention is given to providing and maintain a consistent message regarding impaired driving.
2010	Expand the use of awareness surveys to measure the effectiveness of the media campaign	Complete and Ongoing	Currently using this approach on media campaigns as well as program/project evaluations.
2010	Expand the use of the TxDOT website to promote impaired driving related PI&E materials	Complete and Ongoing	TxDOT and their media contractors work diligently with sub-grantees to disseminate the information and make media easily accessible/usable.

Year	Recommendation	Status	Comments/References
2015	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.
2015	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			
2010	Require, develop and implement a program of screening and assessment for all DWI offenders prior to sentencing	Not Being Addressed Currently	
2010	Provide results of screening and assessment and treatment recommendations to courts for consideration in sentencing of DWI offenders	Not Being Addressed Currently	
2010	Require completion of appropriate treatment, as determined by standardized screening and assessment as a condition of relicensing	Not Being Addressed Currently	Current re-licensing is based only as a function of time elapsed. Individuals do not need to complete a screening or assessment to regain their license.
2015	Develop and implement a DWI tracking system	Not Being Addressed Currently	In TxDOT FY 2017 RFP, a call for proposals was solicited to undertake a feasibility study to explore the states readiness to create a DWI tracking system. However, the process of creating a tracking system is not yet being currently addressed at the state level other than consideration.
2015	Require the use of uniform and standardized screening protocols in community supervision (probation)	Not Being Addressed Currently	Legislative action would more than likely be needed to regulate methods for uniform and standardized screening protocols with input from Community Supervision leadership to ensure there is no adverse impact on their ability to perform their functional role.

Year	Recommendation	Status	Comments/References
2015	Require the use of uniform and standardized screening protocols in all driving while intoxicated education programs	Not Being Addressed Currently	Legislative action would more than likely be needed to regulate methods for uniform and standardized screening protocols with input from TEA leadership to ensure there is no adverse impact on their ability to perform their functional role.
2. Medical or Health Care Settings			
2010	Provide insurance coverage for screening brief intervention and treatment services	Not Being Addressed Currently	This action would more than likely require legislative action to address the action item. Input should be sought from the Texas Insurance Board and Texas Department of State Health Services to ensure there is no adverse impact health care.
2010	Repeal Alcohol Exclusion Laws in Texas	Not Being Addressed Currently Requires Legislative Action	This action would more than likely require legislative action to address the action item.
2010 2015	Implement screening , brief intervention, referral to treatment procedures in healthcare settings throughout Texas	Not Being Addressed Currently	This action would more than likely require legislative action to address the action item.
2015	Implement screening brief intervention, referral to treatment procedures on college campuses throughout Texas	Not Being Addressed Currently	This action would more than likely require legislative action to address the action item.
B. Treatment and Rehabilitation			
2010	Support training for clergy to provide substance abuse counseling in rural areas	Not Being Addressed Currently	The Texas Impaired Driving Task Force will be exploring how it can incorporate this action item into the TxDOT impaired driving and other drug countermeasures program area.
2010	Require, develop and implement a program of screening, assessment, and treatment for all DUI offenders prior to sentencing	Requires Legislative Action	

Year	Recommendation	Status	Comments/References
2010 2015	Expand the availability of DWI courts in Texas	Complete and Ongoing	<p>Program Partners in the Bexar County Commissioners Court are 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>
2015	Require the use of uniform and standardized screening protocols in all DWI education programs	Not Being Addressed Currently	Legislative action would more than likely be needed to regulate methods for uniform and standardized screening protocols with input from TEA leadership to ensure there is no adverse impact on their ability to perform their functional role.
VI. Program Evaluation and Data			
A. Evaluation			
2010	Evaluate the success of impaired driving countermeasures being used in the state	Complete and Ongoing	Evaluations are currently being performed on countermeasures deployed at the local district and statewide levels. Evaluation comes from TxDOT and program partners and within the impaired driving projects that have been implemented.
2015	Include in the electronic crash system as 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 Crash Records Information System Database with TxDOT has primary factor assignment designation. Designation of primary factor is defined in the crash reporting instruction manual (CR-100) Section 4.6.1.2.

Year	Recommendation	Status	Comments/References
2015	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	Not Being Addressed Currently	In TxDOT's FY 2017 RFP, a call was made for proposals to undertake a feasibility study for a DUI/DWI tracking system. The Texas Impaired Driving Task Force is waiting to hear back from TxDOT with regard to movement on this action item. If movement is approved by TxDOT to pursue the database feasibility, a will be requested made to work with the TRCC to determine their needs and to gain their input on development of the system.
B. Data and Records			
2010	Provide grant funding for middleware to make existing law enforcement records management systems compatible with Law Enforcement Advanced DUI/DWI Reporting System (LEADERS)	Complete and Ongoing	TxDOT continues to support the LEADERS program to address this issue and believes it is a priority in making the system viable for the majority of law enforcement agencies in the state.
2010	Establish a technology subcommittee within the Traffic Records Coordinating Committee.	2010	
2010 2015	Develop a DWI tracking system to enable analysis of the impaired driving problem in the state	Not Being Addressed Currently	In TxDOT's FY 2017 RFP, a call was made for proposals to undertake a feasibility study for a DUI/DWI tracking system. The Texas Impaired Driving Task Force is waiting to hear back from TxDOT with regard to movement on this action item.
2015	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	In TxDOT's FY 2017 RFP, a call was made for proposals to undertake a feasibility study for a DUI/DWI tracking system. The Texas Impaired Driving Task Force is waiting to hear back from TxDOT with regard to movement on this action item. If movement is approved by TxDOT to pursue the database feasibility, a will be requested made to work with the TRCC to determine their needs and to gain their input on development of the system.

Year	Recommendation	Status	Comments/References
2015	Provide funding for an eCitation system such as the one proposed by the Texas Office of Court Administration	Not Being Addressed Currently	Presently the Texas Office of Court Administration is assessing the feasibility of such a system. If presented to the Department for consideration and the Department chooses to move forward, such a system may exist in the future.
C. Driver Records Systems			
2010	Participate actively in the Traffic Records Coordinating Committee to stay apprised of opportunities to be involved in any database changes or development that would impact the transmission of electronic conviction data to the Driver License Division	Complete and Ongoing	
2015	Enact legislation that prevents removal of DWI conviction data from the driver history	Requires Legislative Action	

APPENDIX B. GLOSSARY OF TERMS

Alcohol-Related Crashes – Crashes where at least one of the drivers had a BAC of 0.08 g/dL or above at the time of the crash.

Crash Reporting – Various data sources contribute to forming problem identifications, and project and program evaluation. The majority of the data originates from TxDOT's Crash Records Information System (CRIS), which in turn, derives from individual Texas Peace Officers Accident Reports (Form ST-3). Crashes in the TxDOT file are classified as K, A, B, or C-level crashes, so named to correspond to the most severe injury resulting from the crash as determined by the investigating officer:

- K = At least one person was killed
- A = Incapacitating injury
- B = Non-incapacitating injury
- C = Possible injury

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

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

Crash Reporting Information System (CRIS) – CRIS data supports problem identifications at statewide and local levels. These range from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed toward identifying and quantifying specifically targeted local and statewide traffic safety problems. It must be recognized that because of minor differences in coding rules and data certification, FARS data and that reported directly from the Texas Crash File are not always in sync.

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

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

Impaired/Impairment – The condition of being unable to perform as a consequence of physical or mental unfitness. Related to DWI, this unfitness was caused by the consumption of alcohol

and/or other drugs and is evidenced by a BAC of at or above 0.08 g/dL or the observation of a driver who has lost the normal use of their mental and physical faculties.

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

Strategic Highway Safety Plan (SHSP) – The Texas Strategic Highway Safety Plan establishes statewide goals, objectives, and key emphasis areas in consultation with federal, state, local, and private sector safety stakeholders. It serves as an initial attempt to identify key safety needs and guide investment decisions intended to lead to significant reductions in highway fatalities and serious injuries on all public roads. While the SHSP contains a driving impaired component, it was determined that the State needed an impaired driving plan that would further detail the State’s goals and strategies toward reducing impaired driving-related fatalities and crashes; the Texas Impaired Driving Plan was developed and has been maintained to meet this need.

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

Texas Impaired Driving Plan – The document is intended to specifically support and inform the Texas Alcohol and Other Drug Countermeasures Program. The Plan was developed based on the requirements of MAP-21 and NHTSA’s *Uniform Guidelines for State Highway Safety Programs*. The major sections in the Plan are Program Management, Prevention, Criminal Justice System, Communication Program, Screening, Assessment, Treatment and Rehabilitation, and Program Evaluation and Data.

Texas Impaired Driving Program Internal Assessment Matrix – Following the NHTSA Alcohol Assessment in November 2010, Texas began utilizing an internal impaired driving matrix as a discussion and action item tool with the Impaired Driving Task Force. The matrix detailed the final recommendations from the NHTSA team with special emphasis on the priority recommendations. This matrix tool is an easy to read document that details the recommendation, implementation status, and any commentary or references that are specific to that recommendation. The Impaired Driving Program Internal Assessment Matrix is revised at least

once a year based on input from the Impaired Driving Task Force, and this revision process is facilitated by the Texas A&M Transportation Institute (TTI).

Texas Impaired Driving Task Force – A group of individuals and organizations representing the diverse stakeholders who are involved with impacting the impaired driving problem in the state of Texas. This group has representatives from a cross-section of organizations covering the areas of prevention, the criminal justice system, media development and education, advocacy, research, driver licensing and traffic records, traffic safety program management, as well as public health, screening, and treatment. Texas is a large, diverse state, so the members of the Task Force provide for representation in terms of various aspects of the impaired driving problem, potential solutions as well as geographic and demographic perspectives. At a minimum, the Task Force meets twice a year and is supported administratively by a grant administered by the Texas A&M Transportation Institute (TTI).

APPENDIX C. PROCEDURES

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

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

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

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

APPENDIX D. MEMBERSHIP BY INDIVIDUAL

Last Name	First Name	Title	Organization	Email
Abbott	Clay	DWI Resource Prosecutor	Texas District and County Attorneys Association	abbott@tdcaa.com
Allen	Kayla	Chief of Special Crimes	Galveston County District Attorney's Office	kayla.allen@co.galveston.tx.us
Alpert	Richard	Assistant District Attorney	Tarrant County District Attorney's Office	ralpert@tarrantcounty.com
Arnold	Jason	Officer	College Station Police Department	jeanold@cstx.gov
Ayala	Phillip	Major	Texas Department of Public Safety	phillip.ayala@dps.texas.gov
Bauer	Lauralea	Program/Project Manager	Texas Department of Transportation	lauralea.bauer@txdot.gov
Brooks	Bobbi	Program Manager	Texas A&M AgriLife Extension	blbrooks@ag.tamu.edu
Busbee	Mark	Program Manager	ADAPT / FRIDAY	mark.busbee@tmpa.org
Carroll	Mindy	Director Education and Prevention Division	Texas Alcoholic Beverage Commission	mindy.carroll@tabc.state.tx.us
Coffey	Debra	Vice President, Government Affairs	Smart Start, Inc.	dcoffey@smartstartinc.com
Dean-Mooney	Laura	Program Coordinator	Texas A&M AgriLife Extension	LDMooney@ag.tamu.edu
Doran	Holly	TxDOT Program Director	Texas Center for the Judiciary	hollyd@yourhonor.com
Dunman	Tyler	Assistant District Attorney	Montgomery County District Attorney's Office	tyler.dunman@mctx.org
Ellington	Maghan	Program Services Specialist	Texas SFST	maghan.ellington@txsfst.org
Ericson-Graber	Paige	Assistant Transportation Researcher	Texas A&M Transportation Institute	p-ericson@tti.tamu.edu
Graber	Jon	Associate Transportation Researcher	Texas A&M Transportation Institute	j-graber@tti.tamu.edu
Gutierrez	Jaime	Executive Director	MADD - State Office	Jaime.Gutierrez@madd.org

Last Name	First Name	Title	Organization	Email
Hammond	Sarah	Associate Transportation Researcher	Texas A&M Transportation Institute	s-hammond@tti.tamu.edu
Harris	Kevin	Corporal	College Station Police Department	klharris@cstx.gov
Henk	Russell	Program Director, Teens in the Driver Seat	Texas A&M Transportation Institute	r-henk@tamu.edu
Holt	Nicole	Executive Director	Texans Standing Tall	nholt@texansstandingtall.org
Jennings	Mike	Detective	Austin Police Department	michael.jennings@austintexas.gov
Jermstad	Todd	Department Director	Bell/Lampasas Counties Community Supervision & Corrections Department	todd.jermstad@co.bell.tx.us
Kuboviak	Jim	Director	Law Enforcement Mobile Video Institute - University of Houston Downtown	kuboviak@lemvi.com
Lochridge	Hope	Executive Director	Texas Municipal Courts Education Center	hope@tmcec.com
Lunceford	Celeste	Director of Offender Education Programs	Texas Department of State Health Services	celeste.lunceford@dshs.state.tx.us
Mabe	Richard	Detective	Austin Police Department	richard.mabe@austintexas.gov
Marks	Georgia	Program Coordinator - YLC	Texans Standing Tall	gmarks@texansstandingtall.org
Marquart	Cecil	Project Director	Sam Houston State University	icc_cpm@shsu.edu
McCann	Missy	Law Enforcement Liaison Program Coordinator	Texas Standardized Field Sobriety Testing	missy.mccann@txsfst.org
McDonald	Dottie	Judicial Services Liaison	Smart Start, Inc.	dmcDonald@smartstartinc.com
McGarah	David	Program Manager	Texas Standardized Field Sobriety Testing	david.mcgarah@txsfst.org
Minevitz	Edward	MTSI Grant Administrator and Program Attorney	Texas Municipal Courts Education Center	ned@tmcec.com
Minjares-Kyle	Lisa	Associate Transportation Researcher	Texas A&M Transportation Institute	l-minjares@tti.tamu.edu
Moser	Amy	Safety Education and Training Specialist	Education Service Center - Region 6	amoser@esc6.net

Last Name	First Name	Title	Organization	Email
Mudd	Anna	Toxicology Section Supervisor	Texas Department of Public Safety	anna.mudd@dps.texas.gov
Nitibhon	Atalie	Director of Research and Advocacy	Texans Standing Tall	anitibhon@texansstandingtall.org
Ortiz	Charles	LEADRS Program Manager	LEADRS	charles.ortiz@tmpa.org
Palmer	David	Major	Texas Department of Public Safety	david.palmer@dps.texas.gov
Pence	Terry	Traffic Safety Director	Texas Department of Transportation	terry.pence@txdot.gov
Prescott	Jena	Assistant Transportation Researcher	Texas A&M Transportation Institute	j-prescott@tti.tamu.edu
Pryor	Nancy	Project Specialist and Office Manager	Texans Standing Tall	npryor@texansstandingtall.org
Redford	Susan	Judicial program Manager	Texas Association of Counties	susanr@county.org
Robinson	Lisa	Program Manager	National Safety Council	lisa.robinson@nsc.org
Rogers	Shalandra	Program Manager	Texas Department of Transportation	shalandra.rogers@txdot.gov
Ryan	Kevin	Program Services Specialist	Texas SFST	kevin.ryan@txsfst.org
Saenz	Frank	Alcohol and Other Drugs Countermeasures Program Manager	Texas Department of Transportation	frank.saenz@txdot.gov
Saint	Nina	Curriculum Director	SafeWay Driving Systems	njsaint@safewaydriving.com
Sarosdy	Randy	Program Attorney	Texas Justice Court Training Center	rs52@txstate.edu
Schexnyder	Jude	Traffic Safety Specialist	Texas Department of Transportation	jude.schexnyder@txdot.gov
Souhami	Gloria	Program Director	Travis County Attorney's Office	gloria.souhami@co.travis.tx.us
Stratton	Doug	Account Supervisor	Guerra Deberry Coody and Company	dstratton@gdc-co.com
Tedder	Jay	Deputy Scientific Director Breath Alcohol Testing	Texas Department of Public Safety	james.tedder@dps.texas.gov
Thomas	Dannell	Director of Safety Education and Training	Education Service Center - Region 6	dthomas@esc6.net

Last Name	First Name	Title	Organization	Email
Thorp	Kara	Public Affairs Specialist	AAA - Texas & New Mexico	thorp.kara@aaa-texas.com
Thurmond	Khris	Program Coordinator	Brazos Valley Injury Prevention Coalition	khris.thurmond@ag.tamu.edu
Walden	Troy	Assistant Research Scientist	Texas A&M Transportation Institute	t-walden@tti.tamu.edu
Weiser	Laura	Judicial Resource Liaison	Texas Center for the Judiciary	lweiser@yourhonor.com
Worley	Dan	Program Coordinator	Baylor Scott & White Health - RED Program	dan.worley@BSWHealth.org

APPENDIX E. MEMBERSHIP BY ORGANIZATION AND AREA

Organization	Prevention	Enforcement - Local	Enforcement – State	Enforcement – Support & Training	Prosecution	Judiciary	Probation	Ignition Interlock	Treatment & Rehabilitation	Media	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
AAA - Texas & New Mexico	x									x			x	x	x	x	x		x	x
ADAPT	x			x												x				x
Austin Police Department		x																		
Baylor Scott & White Health - RED Program	x									x	x					x			x	x
Bell/Lampasas Counties Community Supervision & Corrections Department					x															
Brazos Valley Injury Prevention Coalition	x																		x	x
College Station Police Department		x																		
Education Service Center - Region 6	x													x		x			x	x
FRIDAY	x			x												x				x
Galveston County District Attorney's Office					x															
Guerra Deberry Coody and Company	x									x						x			x	x
Law Enforcement Mobile Video Institute – University of Houston Downtown				x												x			x	x
LEADRS				x																
MADD - State Office	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

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
Smart Start, Inc.								X								X				
Tarrant County District Attorney's Office		X			X														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 Center for the Judiciary						X	X	X	X							X			X	
Texas Department of Public Safety			X	X				X				X							X	X
Texas Department of State Health Services	X								X		X						X		X	X
Texas Department of Transportation													X	X					X	X
Texas District and County Attorneys Association				X	X			X								X			X	X
Texas Justice Court Training Center						X										X			X	X
Texas Municipal Courts Education Center	X				X	X		X					X	X		X			X	X
Texas SFST				X																
Travis County Attorney's Office	X	X			X											X			X	X

APPENDIX F. MEETING NOTES

The following are the respective notes and attendance from the April 28th, 2016, and October 7th, 2015, Impaired Driving Task Force meetings.

APRIL 28TH, 2016

Texas Statewide Impaired Driving Task Force

4.28.16 Meeting Notes

The spring 2016 Impaired Driving Task Force meeting was held in Austin, TX at the Norris Conference Center. Troy Walden (TTI) opened the April 28, 2016 Task Force meeting at 9:05am.

Support Letter for the Creation of the Governor's Executive Committee

Neither TTI nor TxDOT have received feedback regarding the letter, but Troy expects that we will have an update on whether the Texas Transportation Commission will move forward with the request by the fall meeting.

Task Force Subcommittees

At the fall meeting, Troy discussed the creation of two subcommittees: Legislation and DWI Monitoring & Technology. Both subcommittees held their first meeting in February 2016. The Task Force was provided with meeting notes for each. Clay Abbott (TDCA) and Paige Ericson-Graber (TTI) were elected the subcommittee chairs, respectively. The subcommittee chairs will provide updates at the fall meeting.

It was recommended that an Educational subcommittee also be created.

- Task Force members interested in participating on this subcommittee should let TTI know

Interested individuals included:

- Nina Saint
- Dannell Thomas
- Amy Moser
- Jaime Gutierrez
- Lisa Robinson
- Mark Busbee
- Hope Lochridge
- Cecil Marquart
- Russell Henk
- Dan Worley

- TTI will email all interested members by May 13 to set the first date

Pre-Trial Diversion Discussion

Rob Kepple spoke in place of Brian Klas about the TDCAA meeting which took place in December 2015 and examined how pre-trial intervention works from an individual standpoint and how it impacts the state. The meeting included both large and small jurisdictions. While Texas doesn't currently have Deferred Adjudication, many offices offer alternatives if there was no accident or a low BAC, and done in conjunction with ETOH awareness or counseling. Results have not been satisfactory in the long run, and it doesn't seem to prevent repeat offense. Jennifer Tharpe (Comal Co. DA Office) and Nico LaHood (San Antonio DA Office) are looking at potential legislation related to deferred adjudication (eligibility, 1st offenders, breath test, no accident or injuries). With deferred adjudication you cannot collect the surcharge so it is often difficult to get through legislation. Rob feels prosecutors would use it if they could. It would also allow for a consistent policy throughout the state. Rob also discussed an example of a DA in the Victoria, TX area who in order to enact change, began refusing to plead any DWI cases.

Because juries were convicting, judges began ruling a little heavier. That DA has now started allowing plea bargains again but they are more meaningful. This was an example of someone putting their foot down and bringing about more DWI convictions in their area.

Evidence-Based Educational Programs for Alcohol Awareness

As an action item from the Oct. 2015 Task Force meeting, a booklet of evidenced-based programs for alcohol awareness was distributed to members. Lauralea Bauer (TxDOT) was helpful in directing TTI to a list of TEA-approved programs. TTI took that list and attempted to break down programs and their outcomes. This information is designed to be useful to school administrators, as there is information related to costs and contact information for each program included in the document.

- Members are to provide feedback regarding this document by May 13.
- The newly created Educational Subcommittee will spearhead revisions to this document.

Discussion surrounding revisions to this document included:

- Adding an appendix to the document that includes strictly Texas-based programs
- Adding more programs that are free or low cost
- Adding more programs that may not be evidence-based but have positive outcomes
- Adding more after-school programs
- Adding information about how these programs are related to 'brain health,' which could open opportunities for funding for these schools
- Adding a page in the document that shows rationale for why you would use an evidence based program, addressing the issue that there is a gap in resources, and why it's necessary to fill that gap. We can use this document to discuss those gaps and explain why high investment gives high return. It's an argument we can use to get additional funding as well.
- Nicole Holt (TST) agreed to put together the rationale for using EBP and will provide that narrative to be included in the document to TTI by May 20.

Dying to Drink Website Update

Sam Atchison (TTI) provided an overview of the new website which has not been updated in approximately 18 months. The new site will have documents, infographics, and other resources that Task Force members provide. There is a new *Events* section which allows the user to pull up all details related to Impaired Driving events across the state.

Sam introduced the new member spotlight area in which a program partner from the Task Force is highlighted through a video giving details about their organization. If an organization is unable to travel to TTI for filming, TTI's Communications staff can travel to the organization's location instead.

It was emphasized that the website will only be as useful and up-to-date as the information that is received from partners.

- Task Force members should send the following to Paige to be included on the site: a short (5 sentence) organization bio, the organization's logo, website address, details surrounding upcoming events, resources, etc. throughout the year. This is an ongoing effort.

Member Commitment

Paige discussed the Commitment Letter that each Task Force member was provided with at the meeting. She brought up that from an administrative standpoint, when there are multiple members from the same agency, it has been difficult to determine who needs to provide the approval from the organization to Task Force related items (ex- signing off on Impaired Driving Plan). It was reiterated

membership is no longer mandatory for all TxDOT program partners and that the Task Force works because its members want it to be successful. Feedback was sought on how to handle inactive members.

There was some concern that if a member was removed due to inactivity, can they become a member of the Task Force at a later date (ex. new leadership in an organization). Troy responded that there was a possibility they could reinstate but that we want to maintain a membership level that is manageable and functional.

Frank Saenz (TxDOT) emphasized that the only way a new member is solicited is if, as a group, we feel there is an area where membership expertise has a gap. This is challenging because there are a lot of areas that need coverage (Engineering, Treatment), but we want to keep the Task Force at a manageable and functioning level.

If current members no longer want to be active, please let Frank know. If current members are committed, then we want them here but we must take into account that we need other people in the Task Force in areas not currently represented.

It was asked if it was possible to record the meetings and upload them to the member-only site. Some members expressed concern with such action and stated that they may no longer be able to participate in the Task Force if that transpired. Paige reminded the group that meeting minutes are always provided to the Task Force.

It was decided that if a member misses two meetings in a row, the member would be contacted to ask if they would like to continue to serve on the Task Force.

Other Membership Issues

Frank asked if anyone would like to volunteer to reach out to persons in the underrepresented areas? Treatment is one area for which the Task Force has no representation- this could be a nurse, doctor, etc.. The Task Force needs to determine areas where we are lacking.

- Members are asked to think of anyone or any gaps that we have, a name or organization name that we could consider or extend invitation to, please submit those within the next couple of weeks. Please make sure those people are dedicated and willing and that they are related to *traffic safety* as well as being related to impaired driving.
- TTI will ensure that when sending a letter of invitation to a member in the community, we will include who recommended that person to the Task Force

Internal Assessment Matrix

Troy reminded members to please review the impaired driving plan, as the group would not be reviewing the entire document together at the meeting. What was reviewed together was the internal assessment matrix (that begins on page 37). The matrix is comprised of 2010 and 2015 recommendations from the impaired driving program technical assessments. Feedback was sought on a number of the listed recommendations.

- Please review the entire matrix, giving special attention to those recommendations whose statuses are "not being addressed currently."

TxDOT Update

Terry Pence (TxDOT) explained that TxDOT is currently undergoing NHTSA Management Review. They will be looking at grants and observing during on-site monitoring visits over the next few weeks. As a result of the review, NHTSA will provide accolades, management considerations, and recommendations.

There has also recently been some discussion about Match. TxDOT is working with NHTSA to determine what can be covered under Match. When that determination has been made, TxDOT will let program partners know. Promotional items are no longer allowed through federal funds, only educational documents (flyers, handouts, brochures, etc.).

Breakout Working Groups

Troy discussed the potential to use ETOH countermeasures for drug driving and how attendees should be thinking about these countermeasures as more states moved toward legalizing recreational marijuana use. This activity will benefit Texas because it allows us to be ahead of the game should marijuana be legalized in Texas.

The Task Force was divided into four emphasis areas: education, enforcement, encouragement, and evaluation. Each group was provided with a list of respective countermeasures that are currently used for alcohol-impairment. For each countermeasure, members were asked to rank the countermeasure, assess its transition potential to be used to identify drug impaired driving, its implementation potential, its impact potential, as well as provide any comments which should be taken into account when considering each countermeasure. Task Force members were also asked to consider those countermeasures which may not be listed but may do well to identify drug impaired drivers.

Task Force members worked on this activity from 1:30 – 4:00 pm. Each emphasis area was asked to report out to the larger group on their findings.

- The results from this task will be reported in a second memorandum which will be provided to TxDOT

The Task Force meeting adjourned at 4:00pm. Before adjourning, the following was shared with members:

Impaired Driving Plan Approval Process:

- Accept revisions from members: **5/13**
 - Plan was previously emailed to all members on 4/21
- Integrate suggestions and distribute plan to Task Force members: **6/1**
- Request approval from Task Force Members by: **6/15**
- Submit plan to TxDOT by: **6/30**

Save-the-Dates:

- 2016 Fall Task Force Meeting
Thursday, October 13th, 2016
- 2017 Statewide Impaired Driving Forum
Wednesday, April 26th, 2017
- 2017 Spring Task Force Meeting
Thursday, April 27th, 2017

*All events will be held at the Norris Conference Center. Start times to be confirmed in the future.

April 28th, 2016 Attendance

Last Name	First Name	Title	Organization
Arnold	Jason	Officer	College Station Police Department
Ayala	Phillip	Major	Texas Department of Public Safety
Busbee	Mark	Program Manager	ADAPT / FRIDAY
Carroll	Mindy	Director Education and Prevention Division	Texas Alcoholic Beverage Commission
Coffey	Debra	Vice President, Government Affairs	Smart Start, Inc.
Dean-Mooney	Laura	Program Coordinator	Texas A&M AgriLife Extension Service
Doran	Holly	TxDOT Program Director	Texas Center for the Judiciary
Ericson-Graber	Paige	Assistant Transportation Researcher	Texas A&M Transportation Institute
Garcua	Lisa	Associate Director	Texas Association of Counties
Gilbert	Bob	Senior Research Specialist	Texas A&M Transportation Institute
Graber	Jon	Associate Transportation Researcher	Texas A&M Transportation Institute
Gutierrez	Jaime	Executive Director	MADD - State Office
Hammond	Sarah	Associate Transportation Researcher	Texas A&M Transportation Institute
Harris	Kevin	Corporal	College Station Police Department
Henk	Russell	Program Director, Teens in the Driver Seat	Texas A&M Transportation Institute
Holt	Nicole	Executive Director	Texans Standing Tall
Jennings	Mike	Detective	Austin Police Department
Jermstad	Todd	Department Director	Bell/Lampasas Counties Community Supervision & Corrections Department

Last Name	First Name	Title	Organization
Kepple	Robert	Executive Director	Texas District and County Attorneys Association
Kuboviak	Jim	Director	Law Enforcement Mobile Video Institute - University of Houston Downtown
Lemons	Brian	Strategy Specialist	Texans Standing Tall
Lochridge	Hope	Executive Director	Texas Municipal Courts Education Center
Lunceford	Celeste	Director of Offender Education Programs	Texas Department of State Health Services
Marks	Georgia	Program Coordinator - YLC	Texans Standing Tall
Marquart	Cecil	Project Director	Sam Houston State University
McGarah	David	Program Manager	Texas Standardized Field Sobriety Testing
Minevitz	Edward	MTSI Grant Administrator and Program Attorney	Texas Municipal Courts Education Center
Moser	Amy	Safety Education and Training Specialist	Education Service Center - Region 6
Mudd	Anna	Toxicology Section Supervisor	Texas Department of Public Safety
Muller	Katy	Program Assistant/Coordinator	National Safety Council
Nitibhon	Atalie	Director of Research and Advocacy	Texans Standing Tall
Ortiz	Charles	LEADRS Program Manager	LEADRS
Pence	Terry	Traffic Safety Director	Texas Department of Transportation
Pryor	Nancy	Project Specialist and Office Manager	Texans Standing Tall
Robinson	Lisa	Program Manager	National Safety Council
Saenz	Frank	Alcohol and Other Drugs Countermeasures Program Manager	Texas Department of Transportation
Saint	Nina	Curriculum Director	SafeWay Driving Systems

Last Name	First Name	Title	Organization
Sarosdy	Randy	Program Attorney	Texas Justice Court Training Center
Schexnyder	Jude	Traffic Safety Specialist	Texas Department of Transportation
Souhami	Gloria	Program Director	Travis County Attorney's Office
Tedder	Jay	Deputy Scientific Director Breath Alcohol Testing	Texas Department of Public Safety
Thomas	Dannell	Director of Safety Education and Training	Education Service Center - Region 6
Walden	Troy	Assistant Research Scientist	Texas A&M Transportation Institute
Weiser	Laura	Judicial Resource Liaison	Texas Center for the Judiciary
Worley	Dan	Program Coordinator	Baylor Scott & White Health - RED Program

OCTOBER 7TH, 2015

Impaired Driving Task Force – Meeting Notes

The fall 2015 Impaired Driving Task Force meeting was held in Austin, TX at the Norris Conference Center. Troy Walden (TTI) opened the October 7, 2015 Task Force meeting at 9:35am. Troy introduced himself as the new face of leadership for the Impaired Driving Task Force. Troy expressed excitement as he transitions into this role and leads the Task Force forward.

Troy asked if there were any new members in attendance and asked that they introduce themselves:

- Georgia Marks – Texans Standing Tall – Program Coordinator YLC
- Charles Ortiz – Texas Municipal Police Association - Texas LEADRS Project Manager
- Lisa Minjares-Kyle – Texas A&M Transportation Institute – U in the Driver Seat Program

Troy gave an overview of the agenda.

Frank Saenz emphasized the importance of reviewing both the Impaired Driving Plan and the NHTSA Assessment Report to identify gaps in the State's impaired driving program; Terry Pence reiterated this.

Terry Pence mentioned that the call for proposals will be posted in the *Texas Register* by early November, and proposals will be due in early January. Terry also reiterated that the Impaired Driving Plan is the main component in receiving 405 section funding. He also reported that TxDOT was approved for the FY16 funding.

New Legislation Regarding Ignition Interlock

This item was not included on the original agenda, however, it was requested by members of the Task Force.

Judge Weiser (TCJ) spoke about the new legislation regarding ignition interlock (IG IN) for first-time offenders. This is known as House Bill 2246 and became effective September 1st, 2015. Judge Weiser commented that the media has reported this legislation as a first offender's interlock program, but that that description is a little inaccurate.

The law says if you're accused of an offense from 49.04-49.08 (DWI, BWI, FWI, etc.) of the Texas Penal Code, you can get your license returned to you if you have an IG IN installed on every vehicle that you own and operate. But, what does that mean in Texas, which is as a community property state?

If an offender is married and the spouse also owns a car, then an IG IN must be installed on both the offender and spouse's cars. The IG IN must stay on the vehicle(s) for the entire term of

the license suspension. The offender must prove liability insurance – SR-22. If an offender does those things, then the offender can be granted an occupational license, however, there is no geographical or time restrictions associated with that occupational license.

The purpose behind this legislation is that we know offenders continue to drive after their license has been suspended. This legislation would allow for some supervision of these drivers. Offenders cannot be referred to CSCD to be supervised unless an occupational license is granted by the Court of Record. Judge Weiser's interpretation is that it's an application for an occupational license – courts still have the discretion to deny one. If offenders don't keep the IG IN for the entire suspension, then their license is revoked and the suspension is reinstated.

Clay Abbott (TDCAA) added a few comments: (1) Offender must install IG IN before they can apply for the license. (2) There's a criminal provision: must obtain an interlock license, which means an officer who stops someone will be easily able to detect that this person should have an interlock installed – if the offender does not have this license, that's a class B misdemeanor. (3) Does not apply to every license suspension, just the ones related to convictions. If they are stopped and arrested, they lose their occupational license as well.

Open Discussion

(1) Mission Statement – ATTACHED

Paige Ericson-Graber (TTI) introduced the Mission Statement that was developed over the summer. The Mission Statement was developed by Frank Saenz, Melissa Walden, Sarah Hammond, Clay Abbott, Rob Daniel, and Gabby Sewing. **The Task Force was asked to review the mission statement and submit comments/feedback to Paige by Friday, October 23.** Her email is p-ericson@tti.tamu.edu.

(2) DyingtoDrink Website

Sam Atchison (TTI) introduced the Task Force's private website: <http://taskforce-dev.tti.tamu.edu/>. Sam will be sending usernames and passwords to all Task Force members on 10/9/15 in order to access the private member page. Once you receive your log-in information, please log-in and play around with the website. **Please submit comments, feedback, suggestions about the website to her by Friday, October 23.** Her email is s-atchison@tamu.edu. Once she receives feedback, changes will be made to the beta websites, and they will be submitted to Frank Saenz for approval.

Both the public website (www.dyingtodrink.org) and the private member webpage include a calendar of events. It's the responsibility of each member to submit events they want listed on either the public, the private, or both calendars to Sam.

The private member webpage allows for members to post topics under various Forums. Individual members can also be "tagged," or notified in a post. Members can be tagged by using an "@" before a member's user name.

Sam will change the public and private calendars to begin on Sunday and not Monday.

Lauralea Bauer (TxDOT) suggested creating a ListServ, where individuals could sign up to receive notification regarding certain posted topics. For instance, if an individual wanted to receive more information regarding legislation involving impaired driving, after signing up for that listserv, s/he would automatically receive emails pertaining to it.

(3) Subcommittees

Troy re-introduced the three subcommittees the Task Force previously discussed implementing: DWI Tracking System, Legislation, and DWI Monitoring and Technology.

Clay Abbott suggested changing the term from “subcommittee” to “work group,” which would give more authority to the group, would not require that all Task Force members be in a group, and the group could report and make recommendations to the Task Force. That way some of the work that needs to be accomplished is done prior to the meeting themselves.

In the interest of time, the decision on making subcommittees or “work groups” was tabled for later discussion.

Overview of the NHTSA Assessment – PowerPoint (PPT) ATTACHED

The following are comments made by Task Force members during the overview that Troy gave regarding the NHTSA Assessment. Each PPT slide contains information regarding what is currently in the Impaired Driving Plan as well as what NHTSA’s recommendations are for that component of the Plan. Recommendations with a double asterisk (**) are priority recommendations.

(1) Program Management and Strategic Planning

- Lauralea Bauer mentioned that there are Four Indian Reservations in Texas which the Task Force or, if created, the Governor’s Task Force should seek out.
- Terry Pence mentioned that it will take time quite some time to pull together a DWI tracking system; however, TxDOT has been talking with the Traffic Records Committee on how to move forward with this recommendation.
- Clay Abbott mentioned that all the recommendations thus far (Resources Slide) require legislation changes.

(2) Prevention

- Gloria Souhami mentioned that she was glad that it’s being recognized that treatment and recovery is part of the problem. Her program is receiving outside interest, and they are attending her meetings and wanting to participate. It’s another player who has not come aboard in the past year.
- Nicole Holt mentioned that the NHTSA team seemed to be making policy-making recommendations, and what can the Task Force do with those kinds of recommendations? She highlighted that the Task Force should not be dismissive: think

of what the Task Force can do to put ourselves in the position where we can make change. People who learn about the things that we share ARE able to lobby, and it's important to remember that.

- Terry Pence mentioned that the Assessment Report is now on TxDOT's website. Here is a link to that document:
<https://www.txdot.gov/apps/eGrants/eGrantsHelp/Reports/TexasImpairedDrivingAssessment.pdf> Terry said that the Assessment Report has already been distributed to some of their commissioners.

(3) Criminal Justice System

- Clay Abbott mentioned that Diversion is difficult to do, but it is by and large outside the procedural system, and to enact guidelines of something outside the procedural system is a unique opportunity. One thing that is a big push among prosecutors is that if deferred adjudication is offered and the offender reoffends, that would be w conviction for enhancement.
- Cecil Marquart mentioned that SHSU has partnered with the DPS crime lab
- There was some discussion about collaboration effort between TABC and STEP grants.
 - o Tyler Dunman mentioned collaboration between Montgomery County DAO and law enforcement. If a DWI crash occurs and is traced back to a bar, law enforcement can dispatch officers to the location of the bar or nearby.
 - o Mindy Carroll (TABC) encouraged law enforcement to open a complaint, so it allows TABC to place the problematic bar on a priority list. That way, TABC goes in to do an inspection. TABC follows up on every single complaint. Anyone can issue a complaint, and they are uniformly investigated.

No comments were made during the overview of Communication, Alcohol and Other Drug Issues: Screening and Rehabilitation, and Data and Evaluation: this is largely due to the interest in time.

Breakout Groups

For the next phase of the meeting, Troy asked that Task Force members review the NHTSA recommendations and determine which ones are feasible, and then select 2 or 3 recommendations that are most important or achievable. Breakout groups were asked to formulate specific action steps that are needed to achieve that particular goal/recommendation. Basically answer how can the Task Force put that recommendation into practice?

Breakout Group: Strategic Planning / Data and Evaluation Groups

Recommendation: Creation of Executive Governor's Committee

- Approach TxDOT Commission to ask legislators to convene executive committee
- TxDOT Traffic Operations Division-Traffic Safety Section (TRF-TS) would make recommendations of other individuals to serve on TF

- Current Impaired Driving (ID) TF members would serve as resource about creation of Governor's Committee

Frank Saenz: TxDOT TRF-TS has taken this recommendation to the commission and has given them the information they need to make that happen. Just a matter of the commission meeting and deciding where to take it.

Terry Pence: If the Governor's Committee TF is created, that new TF will have the Impaired Driving Plan and the Assessment Report as two great tools to utilize

Recommendation: Creation of DWI Tracking System

- TxDOT will be putting out a call for RFPs in November. They're be looking for a feasibility study

Recommendation: Provide Funding for E-citation System

- Office of Court of Administration (OCA) received a FY16 grant and are planning on how to develop e-citations system. At the time of the NHTSA recommendation, the proposals had not been granted.

Troy asked what else can be done to see these recommendations implemented:

- Frank Saenz suggested that the TF write a letter of support
- TTI will draft the initial letter of support by October 16, 2015, and then it will be submitted to TxDOT and the TF for approval.

Breakout Group: Prevention

Recommendation: Conduct an assessment of community-based coalitions to determine the extent and nature of prevention strategies

- Compile a list of community based coalitions with their mission statement
 - o Start with the TxDOT TSSs
- Recommend that TxDOT do an assessment of the community based coalitions – RFP

Recommendation: Provide schools with current Texas-specific health and other curriculum

- Make school districts aware that there are evidenced-based programs available
 - o DSHS has a start to what those prevention programs are
- Recommend that TxDOT put out a proposal with a focus on Texas-specific information - RFP

Lauralea Bauer mentioned that TST has maintained relationships with many community-based coalitions and has in the past maintained a comprehensive coalition list.

Nicole Holt mentioned some of the difficulties that are associated with maintaining that list: (1) often the primary contact listed is the person who signs for the grant, (2) some personnel turnover. If the TF seeks to do this, we must devote serious time to it for it be a serious tool for us to use.

The Task Force recommends that the creation and maintenance of community-based coalition contact database be a proposal.

Bobbi Brooks (A&M AgriLife) recommended that evidence-based program list be given to schools at the end of their programs as a follow-up. Dannell Thomas (ESC-6) mentioned that school districts are always looking for free opportunities to educate their kids – multitudes of us need to go in – not just one program.

Prevention Breakout Group could maintain a list of the programs that could go into these schools that would fit their needs.

Lauralea Bauer will compile list of programs by the end of the month.

Breakout Group: Criminal Justice – Prosecution

Recommendation: Review of TSRP

- Clay Abbott has a plan to add personnel to his team come this fall.

Recommendation: Convene a meeting of prosecutors and County attorneys to address DIVERT

- Clay has set a meeting in December where they will gather representatives from the top 10 counties do pre-trial diversion programs. Together, they will try to set up some universal guidelines and how they might be used effectively. **Clay will be able to report back in January.**

Recommendation: Encouraging judges to push people into CSCD

- TDCAA to push CSCD – Will partner with TCJ
- Reaching out to Defense Bar – helping them to understand the best interests of their client
- Emphasized that this is not something that prosecutors can approach on their own

Recommendation: Enact rules of professional conduct and disciplinary rules

- This is a single-person issue...most DAOs do not allow them to have any other appointment outside their job. We can forward this along to the State Bar, but this is not a state issue.

Clay Abbott spoke vehemently against the recommendation to use a provision that allows an officer to stop someone to check their license as a secondary means of controlling impaired driving.

Breakout Group: Criminal Justice - Adjudication

Recommendation: Training of the judiciary on DREs

- TCJ is holding its second annual impaired driving symposium which includes municipal, justice, county courts, county courts at law, and district courts at law. Discussion of this recommendation is on the agenda in August 2016.

Recommendation: Enacting statute to reward people who complete DWI

- Provide information and be a resource to the legislature and be a resource in enacting such legislation

Breakout Group: Criminal Justice - Law Enforcement

Cecil Marquart is working with DPS Crime Lab and working their recertification. They have been at each of the DRE courses this past year and encouraging them strongly to include face sheets as well.

Recommendation: Expand statewide partners for the DRE training through regional training teams

- There are concentrated areas within the state, but the team decided that they would saturate the southern part of the state with ARIDE courses this year to educate about what it really means to be a DRE. At least 3 ARIDE courses in the South Texas Area to fill a pool of DRE candidates for next year. Educate them on the DRE training: it's not just two weeks in the classroom...it's also an internship (to San Antonio for field certification training) and then 8-hr testing. Will do training and educate.

Cecil noted that the majority of recommendations involve training for DWI or BWI. ARIDE is a refresher course. It is issued as an SFST refresher course. LEMVI and TMPA also do an SFST update as well. Between those three agencies – SHSU, LEMVI, and TMPA – they cover the state. ARIDE is an equivalent to the SFST, but it's a different curriculum.

Terry Pence noted that some of the recommendations that were made by the NHTSA team, the State of Texas is already doing.

Breakout Group: Communications

Recommendation: Develop a communication plan to attended audiences

- As of Oct. 1, what was 6 individual impaired driving programs have now been bundled into one comprehensive program for the whole year – football, holiday, labor day, spring break, etc.

Recommendation: Evaluation

- Think about measuring the impact of the messaging of the target audience 18 -34 year olds. We have a lot of mediums – TV, radio, digital sites, mobile apps, that index high with that demographic. But, we must evaluate how effective it was at delivering that message and making an impact. Sit down and collaborate on ideas on what we could accomplish. Would like to have a baseline research – with where attitudes are and sit – before. Will collaborate with Terry Pence and his team. Would like to have a proposal put together by mid-December, before the holidays. That way if actionable, could implement in April and move forward from there.

Terry Pence asked that if there are inaccuracies in the Assessment Report, please follow-up with Frank Saenz within the next two weeks: **OCTOBER 21.**

Wrapping-Up

Keep the following dates on your calendar:

- Wednesday, April 27, 2016 – Impaired Driving Forum
- Thursday, April 28, 2016 – Impaired Driving Task Force Meeting
- Thursday, October 13, 2016 – Impaired Driving Task Force Meeting

The above events will take place at the Norris Conference Center in Austin, TX.

October 7th, 2015 Attendance

Last Name	First Name	Title	Organization
Abbott	Clay	DWI Resource Prosecutor	Texas District and County Attorneys Association
Arnold	Jason	Officer	College Station Police Department
Bauer	Lauralea	Program/Project Manager	Texas Department of Transportation
Brooks	Bobbi	Program Manager	Texas A&M AgriLife Extension Service
Burton	Ted	Executive VP	Enviromedia
Carroll	Mindy	Director Education and Prevention Division	Texas Alcoholic Beverage Commission
Dean-Mooney	Laura	Program Coordinator	Texas A&M AgriLife Extension Service
Doran	Holly	TxDOT Program Director	Texas Center for the Judiciary
Dunman	Tyler	Assistant District Attorney	Montgomery County District Attorney's Office
Ellington	Maghan	Program Services Specialist	Texas SFST
Ericson-Graber	Paige	Assistant Transportation Researcher	Texas A&M Transportation Institute
Graber	Jon	Associate Transportation Researcher	Texas A&M Transportation Institute
Hammond	Sarah	Associate Transportation Researcher	Texas A&M Transportation Institute
Harris	Kevin	Corporal	College Station Police Department
Henk	Russell	Program Director, Teens in the Driver Seat	Texas A&M Transportation Institute
Holt	Nicole	Executive Director	Texans Standing Tall
Jennings	Mike	Detective	Austin Police Department
Kuboviak	Rhonda	Vice President	Law Enforcement Mobile Video Institute – University of Houston Downtown

Last Name	First Name	Title	Organization
Lochridge	Hope	Executive Director	Texas Municipal Courts Education Center
Lunceford	Celeste	Director of Offender Education Programs	Texas Department of State Health Services
Mabe	Richard	Detective	Austin Police Department
Marks	Georgia	Program Coordinator - YLC	Texans Standing Tall
Marquart	Cecil	Project Director	Sam Houston State University
Minevitz	Edward	Grant Administrator - DRSR and MTSI grants	Texas Municipal Courts Education Center
Minjares-Kyle	Lisa	Associate Transportation Researcher	Texas A&M Transportation Institute
Mudd	Anna	Toxicology Section Supervisor	Texas Department of Public Safety
Ortiz	Charles	LEADRS Program Manager	LEADRS
Palmer	David	Major	Texas Department of Public Safety
Pence	Terry	Traffic Safety Director	Texas Department of Transportation
Prescott	Jena	Assistant Transportation Researcher	Texas A&M Transportation Institute
Pryor	Nancy	Project Specialist and Office Manager	Texans Standing Tall - Screening and Brief Intervention
Ryan	Kevin	Program Services Specialist	Texas SFST
Saenz	Frank	Alcohol and Other Drugs Program Manager	Texas Department of Transportation
Saint	Nina	Curriculum Director	SafeWay Driving Systems
Sewing	Gabby	Program Coordinator and Strategy Specialist	Texans Standing Tall
Souhami	Gloria	Program Director	Travis County Attorney's Office
Stratton	Doug	Account Supervisor	Guerra Deberry Coody & Company (GDC Marketing)

Last Name	First Name	Title	Organization
Thomas	Dannell	Director of Safety Education	Education Service Center – Region 6
Thorp	Kara	Public Affairs Specialist	AAA – Texas & New Mexico
Thurmond	Khris	Program Coordinator	Brazos Valley Injury Prevention Coalition
Walden	Troy	Assistant Research Scientist	Texas A&M Transportation Institute
Weiser	Laura	Judicial Resource Liaison	Texas Center for the Judiciary
Worley	Dan	Program Coordinator	Baylor Scott & White Health - RED Program

APPENDIX G. SUBCOMMITTEE NOTES

The following are meeting notes from the DWI Monitoring and Technology, and the Legislative Subcommittees. Each subcommittee was established to address specific, focused issues. The DWI Monitoring and Technology subcommittee will explore technologies that include ignition interlock, other monitoring devices like SCRAM, and emerging technologies like fingerprint scanning devices that scan for the presence of drugs. The Legislative subcommittee was developed to monitor pending legislation and inform Task Force members how this legislation could impact impaired driving in the state of Texas.

Subcommittee members volunteer to participate on the subcommittee. The subcommittees were established with the goal of working and holding meetings, as each subcommittee deems appropriate, between the two annual Task Force meetings. This will help to ensure that not only are Task Force members informed with the most up-to-date information surrounding each focus area, but that when the Task Force does meet in person, the meetings will be conducted efficiently and with a more focused direction.

Each subcommittee met via webinar to discuss the direction, goals, and activities each would pursue. Each subcommittee selected a subcommittee chairperson, who will report back to the larger Task Force and keep general members apprised of their actions and share important information.

DWI Monitoring & Technology Subcommittee

2.25.16 @ 10:00 AM – 11:00 AM

Meeting Notes

Webinar Participants:

- Cecil Marquart, SHSU
- Dottie McDonald, Smart Start
- Frank Saenz, TxDOT
- Jena Prescott, TTI
- Troy Walden, TTI
- Sarah Hammond, TTI
- Paige Ericson-Graber, TTI

The subcommittee used the following questions to begin dialogue:

- How do we see the subcommittee impacting the larger Impaired Driving Task Force?
- How do we see the subcommittee benefiting the Alcohol and Other Drugs Countermeasures Program?
- What are the DWI Monitoring and Technology issues that impact alcohol and drug issues at the state level?
- What do you need from us (Task Force administration) to help with in order to achieve objectives?
- As a subcommittee, what activities/issues should we pursue?
 - Review current monitoring technology
 - Identify areas that are working / areas where improvement is needed
 - Educate/Inform larger Task Force about these areas
 - Identify new technologies, such as Smarttox, a drug-impaired driving technology, and how it could potentially impact the overall effort of enforcement
 - Create short-term / long-term activities
 - Distribute report on usage of ignition interlocks in the courts in rural areas by Kim Hodges
 - TTI to distribute this report ahead of next subcommittee meeting
 - TxDPS is currently updating the regulations for ignition interlock
 - Dottie to send draft regulations
 - Explore growing the subcommittee:
 - Invite Debra Coffey (Smart Start) to the Legislation Subcommittee
 - TTI to invite Debra
 - Dr. Sarah Carringen, SHSU
 - TxDPS Toxicologists
 - Judge David Hodges
 - Judge Robert Anchondo CC #2 El Paso
 - TTI to send Dottie information regarding subcommittee, and Dottie to contact the judge

- Possibility of creating subcommittee chair
 - Paige
- Meet again before the next Task Force meeting in April
 - TTI to send out Doodle Poll

**Notes from today will be transcribed and reviewed by subcommittee, then distributed to TxDOT and the larger Task Force.

Legislative Subcommittee

Meeting Notes 2.25.16 @ 2:00 PM – 3:00 PM

Participants

- Clay Abbott, TDCAA
- Judge Laura Weiser, TCJ
- Stephen Polunsky, Policy Center @ TTI
- Randy Sarosdy, TJCTC
- Nicole Holt, TST
- Sarah Hammond, TTI
- Jena Prescott, TTI
- Troy Walden, TTI
- Paige Ericson-Graber, TTI

Questions for the Legislative Subcommittee

- How do we see the subcommittee impacting the larger Impaired Driving Task Force?
 - **Informational** – what info can they carry back to their respective constituencies
 - What to know about new legislation, how it impacts impaired driving
 - If someone wants to speak for/against, they are informed
 - Be clear about not influencing legislation (no direct or indirect lobbying)
- As a subcommittee, what activities/issues should we pursue?
 - Prepare information documents (the issues, the background, technical info)
 - Look at info before Texas goes into session
 - Identify the issues (cognizant that we may also be arming opponents)
 - Post Interpretation after bills approved
 - Centralized place for information (clearinghouse), open to both sides
 - Screen information coming in and have it available to send interested parties
- What do you need from us (Task Force administration) to help achieve objectives?
 - Parcel out focus areas (who is already working in which topic area)
 - Look at past history of bills that keep coming up
 - Send link to TTI's policy site
 - Subcommittee meeting minutes and list of focus topics (with contacts) due in **April**
 - Create printable PDF (similar to Clay's Deferred document) for fall task force meeting
 - Put PDF on website as well
- Focus Areas:
 - Sobriety checkpoints (TTI)
 - Interlock First Time Offenders (TTI)
 - Interlock Licenses (Laura)
 - Deferred in DWI (Clay)
 - Records and Tracking (TTI)
 - Driver Responsibility, surcharges (Laura)
 - Lab Funding (may not fit well at this time for the subcommittee) (Clay)
 - Excise Taxes (TST)
 - Powdered alcohol
 - Rx drugs as it relates to youth use
 - Marijuana bills (sales, licensing, etc.)
- Creating a subcommittee Chair – Clay volunteered to act as Chair
- Action Items:
 - Send minutes from meeting to subcommittee for approval (**April**)
 - Set next meeting for late August/early September (prior to fall Task Force meeting)
 - Create documents related to legislation in Focus Areas to be printed and available for fall meeting

APPENDIX H. STATEWIDE IMPAIRED DRIVING FORUM

The following is the agenda and list of attendees at the Texas Statewide Impaired Driving Forum held on April 27th, 2016.

Texas Statewide Impaired Driving Forum

April 27, 2016 • Norris Conference Center
2525 W. Anderson Lane, Suite 365 • Austin, Texas 78757

8:30 – 9:00 am	Registration
9:00 – 9:15 am	Welcome / Opening Remarks Terry Pence, <i>Traffic Safety Director</i> , Texas Department of Transportation Troy Walden, <i>Research Scientist and Director of Center for Alcohol & Drug Education Studies</i> , Texas A&M Transportation Institute
9:15 – 9:30 am	Impaired Driving: A Data Snapshot Paige Ericson-Graber, <i>Assistant Transportation Researcher</i> , Texas A&M Transportation Institute
9:30 – 11:30 am	Drug Impaired Driving Trends and the DRE Process Renée Hawkins, <i>Forensic Scientist</i> , Texas Department of Public Safety Sarah Martin, <i>Forensic Scientist</i> , Texas Department of Public Safety Cecilia Marquart, <i>Project Director and Texas DECP State Coordinator</i> , Sam Houston State University Mark Berry, <i>Special Agent</i> , Texas Department of Public Safety Dean Peterson, <i>Detective</i> , Round Rock Police Department
11:30 – 12:30 pm	Lunch / Keynote Jason Villalba, <i>Texas State Representative for House District 114</i>
12:30 – 1:00 pm	View from the Bench: A Judicial Perspective Judge David Hodges, <i>Visiting Judge</i>
1:00 – 1:30 pm	DWI Pre-Trial Intervention Program: A Prosecutorial Perspective Wonderland Hudson, <i>Assistant District Attorney</i> , Harris County District Attorney's Office
1:30 – 2:15 pm	Data Driven Approaches to Impaired Driving: A Case Study of South Texas Bob Gilbert, <i>Senior Research Specialist</i> , Texas A&M Transportation Institute Ruby Martinez, <i>Traffic Safety Specialist</i> , Texas Department of Transportation Dave Osborne, <i>Sergeant</i> , Harlingen Police Department
2:15 – 2:45 pm	Changing Behavior: The Impact of Teens-in-the-Driver Seat Program Russell Henk, <i>Program Manager and Senior Research Engineer</i> , Texas A&M Transportation Institute Suzanne Reese, <i>Teacher and Student Council Adviser</i> , Creekview High School from Carrollton, TX
2:45 – 3:30 pm	Aftermath: The Impact of Impaired Driving Jaime Gutierrez, <i>State Executive Director</i> , Mothers Against Drunk Driving Nancy Pratt, <i>Speaker</i> , Mothers Against Drunk Driving Denise San Luis, <i>Speaker</i> , Mothers Against Drunk Driving Myra Constable, <i>Court Monitoring Project Specialist</i> , Mothers Against Drunk Driving
3:30 – 3:45 pm	Closing Remarks and Questions Troy Walden, <i>Research Scientist and Director of Center for Alcohol & Drug Education Studies</i> , Texas A&M Transportation Institute



April 27th, 2016 Attendees

First Name	Last Name	Title	Organization
Samantha	Akins	Program Coordinator	FRIDAY
Christina	Alexander	Senior Account Supervisor	GDC Marketing & Ideation
Patty	Arellano	Probation Officer	Travis County Adult Probation
Jason	Arnold	Officer	College Station Police Department
Mark	Avila	Sergeant	Lampasas County Sheriff's Office
Phillip G.	Ayala	Major	Texas Department of Public Safety
Doug	Ballew	Injury Prevention Program Coordinator	Austin/Travis County HHSD
Lauralea	Bauer	Impaired Driving Program Manager	Texas Department of Transportation
Karen	Bays	Probation Officer	Travis County Adult Probation
Tish	Beaver	Traffic Safety Specialist	Texas Department of Transportation
Taylor	Bee	RED Program Coordinator	Baylor Scott & White Medical Center
Mark	Berry	Special Agent	Texas Department of Public Safety
Bobbi	Brooks	Program Manager	Texas A&M AgriLife Extension Service
Heidi	Brueckner	Community Supervision Officer II	Travis County Adult Probation
Mark	Busbee	Program Manager	FRIDAY/ADAPT
Carol	Campa	Traffic Safety Program Lead	Texas Department of Transportation
Becky	Cantu-Aguilar	Program Specialist	Mothers Against Drunk Driving
Mindy	Carroll	Director, Education and Prevention	Texas Alcoholic Beverage Commission

First Name	Last Name	Title	Organization
Nora	Chavarria	Probation Officer	Travis County Adult Probation
Diane	Clark	Staff Associate	Sam Houston State University, Impaired Driving Initiatives
Debra	Coffey	VP Government Affairs	Smart Start, Inc.
Jill	Collett	Traffic Safety Specialist	Texas Department of Transportation
Jennifer	Collity	Assistant County Attorney	Travis County Attorney's Office
Myra	Constable	Court Monitoring Project Specialist	Mothers Against Drunk Driving
Laura	Dean-Mooney	Project Coordinator	Texas A&M AgriLife Extension Service
Jason	Derscheid	Executive Director	Mothers Against Drunk Driving, South Texas Affiliate
Olivia	Don Juan	Probation Officer	Travis County Adult Probation
Holly	Doran	TxDOT Program Director	Texas Center for the Judiciary
Wanda	Ealey	Traffic Safety Specialist	Texas Department of Transportation
Donald	Egdorf	DWI Traffic Safety Liaison	Houston Police Department
Paige	Ericson-Graber	Assistant Transportation Researcher	Texas A&M Transportation Institute
Jerome	Ervin	Deputy	Lampasas County Sheriff's Office
Ryan	Forsyth	Forensic Scientist	Austin Police Department
Patricia	Gaffney	Leader, Texas Teen Safe Driving Coalition	National Safety Council
Ludivina	Garza	Adult Probation Officer	Travis County Adult Probation
Bob	Gilbert	Senior Research Specialist	Texas A&M Transportation Institute
Jaime	Gutierrez	State Executive Director	Mothers Against Drunk Driving
Rodrigo	Guzman	Court Monitoring Specialist	Mothers Against Drunk Driving, South Texas - Take the Wheel Project

First Name	Last Name	Title	Organization
Toni	Hale	Project Manager and Grants Coordinator	Texas Alcoholic Beverage Commission
Sarah	Hammond	Associate Transportation Researcher	Texas A&M Transportation Institute
Dan	Hamre	Assistant County Attorney	Travis County Attorney's Office
Christyne	Harris Schultz	Assistant County Attorney	Travis County Attorney's Office
Christie	Havemann	Administrative Assistant	Texas A&M Transportation Institute
Renee	Hawkins	Forensic Scientist	Texas Department of Public Safety
Russell	Henk	Program Manager	Texas A&M Transportation Institute
JoJo	Heselmeyer	Senior Manager	Texas Department of Public Safety
Mary	Hill	Consultant for State and National Agencies	Texas A&M Transportation Institute
David	Hodges	Visiting Judge	
Corby	Holcomb	Assistant County Attorney	Travis County Attorney's Office
Wonderland	Hudson	Assistant District Attorney	Harris County District Attorney's Office
Melvin	Jefferson	Driver Education Supervisor	Education Service Center, Region 6
Michael	Jennings	Detective	Austin Police Department
Todd	Jermstad	Department Director	Bell/Lampasas Counties Community Supervision & Corrections Department
Lisa	Johnson	Traffic Safety Specialist	Texas Department of Transportation
Todd	Johnson	Civil Engineer - CDP	Federal Highway Administration
Betsy	Jones	Coalition Coordinator	San Antonio Council on Alcohol and Drug Abuse
Ashley	Juergens	Chief of Staff	Texas House of Representatives

First Name	Last Name	Title	Organization
Zach	Kilborn	Forensic Scientist	Texas Department of Public Safety
Tanner	Kilpatrick	Program Coordinator	Texas A&M AgriLife Extension Service
Janeen	Kubilus	Forensic Scientist / Technical Supervisor	Texas Department of Public Safety
Sharon	La Follette	Adult Probation Officer	Travis County Adult Probation
John	Lastovica	Assistant County Attorney	Travis County Attorney's Office
Raul	Leal	Public Information Officer	Texas Department of Transportation
Delana	Lemley	Case Work Manager	Travis County Adult Probation
Brian	Lemons	Strategy Specialist	Texans Standing Tall
Angel S.	Lopez	Probation Officer	Travis County Adult Probation
Jeanni	Luckey	Traffic Safety Specialist	Texas Department of Transportation
Jim	Lyle	Video Production Associate	Texas A&M Transportation Institute
Lorrie	Lynn	Director, Grants and Evaluation	National Safety Council
Richard	Mabe	Detective	Austin Police Department
Georgia	Marks	Youth Engagement Specialist	Texans Standing Tall
Cecelia P.	Marquart	Director, Texas DRE State Coordinator	Sam Houston State University
Sarah	Martin	Forensic Scientist	Texas Department of Public Safety
Marianela	Martinez	Forensic Scientist Breath Alcohol Technical Supervisor	League City Police Department
Ruby	Martinez	Traffic Safety Specialist	Texas Department of Transportation
Sarah	Martinez	Community Specialist	Travis County Underage Drinking Prevention Program

First Name	Last Name	Title	Organization
Terry	Martinez	Research Specialist, State Legislative Affairs Section	Texas Department of Transportation
Laura	Mayfield	Probation Officer II	Travis County Adult Probation
Missy	McCann	Program Services Specialist	Texas SFST
David	McGarah	Texas SFST Program Manager and SFST State Coordinator	Texas SFST
Regan	Metteauer	Program Attorney	Texas Municipal Courts Education Center
Edward	Minevitz	TxDOT Grant Administrator and Program Attorney	Texas Municipal Courts Education Center
Lisa	Minjares-Kyle	Associate Transportation Researcher	Texas A&M Transportation Institute
Bernadine	Moore	Traffic Safety Specialist	Texas Department of Transportation
Anna	Mudd	Toxicology Section Supervisor	Texas Department of Public Safety
Katy	Muller	Program Assistant	National Safety Council
Elsbeth	Murata	Forensic Scientist	Austin Police Department
Olga	Navarro	Traffic Safety Specialist	Texas Department of Transportation
Meda	Nix	Forensic Scientist	Texas Department of Public Safety
David	Ocamb	Account Director	Sherry Matthews Advocacy Marketing
Ana	Ochoa	Adult Probation Officer	Travis County Adult Probation
Monica G.	O'Kane	Transportation Funding Specialist	Texas Department of Transportation
Olivia	Orr	Forensic Scientist - Chemistry	Austin Police Department
Charles	Ortiz	Program Manager	Texas LEADRS
Dave	Osborne	Sergeant	Harlingen Police Department

First Name	Last Name	Title	Organization
Delma	Pace	Senior Probation Officer	Travis County Adult Probation
David L.	Palmer	Major	Texas Department of Public Safety
Shermain L.	Parks	License and Permit Specialist I	Texas Department of Public Safety
Prakash S.	Patel	Injury Epidemiologist, M.D., MPH	Texas Department of State Health Services
Terry	Pence	Director, Traffic Safety Section	Texas Department of Transportation
Marcie	Perez	Associate Transportation Researcher	Texas A&M Transportation Institute
Efrain	Perez, Jr.	Forensic Scientist - Technical Leader	Austin Police Department
Jolie	Person	Traffic Safety Specialist	Texas Department of Transportation
Dean	Peterson	Detective	Round Rock Police Department
Steven	Polunsky	Research Scientist	Texas A&M Transportation Institute
Nancy	Pratt	Speaker	Mothers Against Drunk Driving
Nancy	Pryor	Higher Education Prevention Specialist	Texans Standing Tall
Karen	Puckett	Director, Workplace Safety	Texas Department of Insurance
Anita	Ramirez	Probation Officer	Travis County Adult Probation
Lillian M.	Ramirez	Transportation Funding Specialist	Texas Department of Transportation
Stephen	Ratke	Safety Engineer	Federal Highway Administration - Texas Division
Suzanne	Reese	Teacher	Creekview High School
John	Ribsam	Deputy II	Travis County Sheriff's Office
Crystal	Rios	Customer Service Rep III	Texas Department of Public Safety

First Name	Last Name	Title	Organization
Lisa	Robinson	Program Manager	National Safety Council
Rudy	Rodriguez	Program Specialist	Mothers Against Drunk Driving, South Texas
Mike	Rogers	Probation Officer	Travis County Adult Probation
Barb	Rowan	Assistant County Attorney	Travis County Attorney's Office
Frank	Saenz	Alcohol and Other Drugs Program Manager	Texas Department of Transportation
Morgan	Salari	Adult Probation Officer	Travis County Adult Probation
Denise	San Luis	Speaker	Mothers Against Drunk Driving
Janet	Sandera	Program Coordinator	Texas A&M AgriLife Extension Service
Randy	Sarosdy	Program Attorney	Texas Justice Court Training Center
Jude	Schexnyder	Traffic Safety Specialist	Texas Department of Transportation
Marcia	Smith	Program Supervisor V Private Security and Ignition Interlock	Texas Department of Public Safety
Margie	Smith	Senior Adult Probation Officer	Travis County Adult Probation
Robbi	Smith	Traffic Safety Specialist	Texas Department of Transportation
Catherine	St. Laurent	Forensic Scientist	Austin Police Department
Jason	Steans	Assistant County Attorney	Travis County Attorney's Office
Doug	Stratton	Director of Account Service	GDC Marketing & Ideation
Thomas	Sullivan	Project Manager	Office of Court Administration
Freddie	Summer	Lead Worker	Texas Department of Transportation
Debbie	Tahiri	Traffic Safety Specialist	Texas Department of Transportation
Tracy	Talavera	Coalition Coordinator	San Antonio Council on Alcohol and Drug Abuse

First Name	Last Name	Title	Organization
Jay	Tedder	Deputy Scientific Director	Texas Department of Public Safety
David	Terronez	Casework Manager	Travis County Adult Probation
Dannell	Thomas	Director of Safety Education and Training	Education Service Center, Region 6
Kara	Thorp	Public Affairs Specialist	AAA Texas
Khris	Thurmond	Program Coordinator	Texas A&M AgriLife Extension Service / Brazos Valley Injury Prevention Coalition
Allison	Tisdale	Assistant County Attorney	Travis County Attorney's Office
Rick	Tomlin	Public Information Coordinator	Abilene Police Department
Blanca	Trevino-Castro	Traffic Safety Specialist	Texas Department of Transportation
Jason	Villalba	Texas State Representative for House District 114	Texas House of Representatives
Troy	Walden	Director, Center for Alcohol and Drug Education Studies	Texas A&M Transportation Institute
Beth	Wammack	Partner/COO	GDC Marketing & Ideation
Afton	Washbourne	Assistant County Attorney	Travis County Attorney's Office
Jacob	Weckwerth	CCP Coalition Coordinator	Abilene Regional Council on Alcohol and Drug Abuse, Inc.
Judge Laura	Weiser	Judicial Resource Liaison	Texas Center for the Judiciary
Thea	Whalen	Executive Director	Texas Justice Court Training Center
Robert L.	White	Traffic Safety Specialist	Texas Department of Transportation
Brandy	Williams	Account Executive	GDC Marketing & Ideation
Emilee	Williams	Adult Probation Officer	Travis County Adult Probation
Stephen	Woodard	State Trooper	Texas Department of Public Safety

First Name	Last Name	Title	Organization
Carly	Woods	Safety Education and Training Specialist	Education Service Center, Region 6
Dan	Worley	RED Outreach and Injury Prevention Coordinator	Baylor Scott & White Hillcrest Medical Center
Esmeralda	Yado	Judicial Services Liaison	Smart Start, Inc.
Mona Lisa	Zertuche	Traffic Safety Specialist	Texas Department of Transportation

APPENDIX I. TXDOT ALCOHOL AND OTHER DRUGS PROGRAM AREA PROJECTS

Organization	Project Title	FY 15	FY 16	FY 17	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 Commissioners Court	Bexar County DWI Court	X	X		X		X			X	X	X	X	X											X	
Bexar County District Attorney's Office	Bexar County No-Refusal Initiative	X	X	X			X			X															X	X
Collin County District Attorney's Office	DWI No-Refusal Mandatory Blood Draw Program	X	X	X			X			X															X	X
Drug Alcohol and Tobacco Education	Your Decisions Save Lives: Understanding the True Impact of Alcohol and Drugs	X			X																	X			X	X
Education Service Center – Region 6	Alcohol Drugs and Safety Education Program AD-A-STEP for Life	X	X	X	X																	X				X
Galveston County Criminal District Attorney	DWI No-Refusal Blood Draw Grant for Holiday and Festival Weekends	X	X			X				X															X	X

Organization	Project Title	FY 15	FY 16	FY 17	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
Harris County District Attorney	Search Warrants Stop Impaired Drivers: Harris County District Attorney's Office No Refusal Program	X	X				X			X															X	X
Hillcrest Baptist Medical Center - Hillcrest	TeenSafe Program	X			X										X	X						X				X
Hillcrest Baptist Medical Center - Hillcrest	Texas Reality Education for Drivers (RED) Program	X	X	X	X										X	X						X				X
Montgomery County District Attorney's Office	Search Warrants Stop Drunk Drivers: MCDAO No-Refusal Program	X	X	X			X			X															X	X
Mothers Against Drunk Driving	Take The Wheel - Bexar County	X	X	X	X																X	X			X	X
Mothers Against Drunk Driving	Take The Wheel - Dallas, Travis, Cameron, and Hidalgo Counties	X	X	X	X																X	X			X	X
Mothers Against Drunk Driving	Take The Wheel - El Paso County	X	X		X																X	X			X	X
Mothers Against Drunk Driving	Take The Wheel - Harris and Montgomery Counties	X	X	X	X																X	X			X	X

Organization	Project Title	FY 15	FY 16	FY 17	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
Mothers Against Drunk Driving	Take The Wheel - Smith and Gregg Counties	X	X	X	X																X	X			X	X
National Injury Prevention	Texas Specific Interlock Penetration Study – Medium Size County	X											X				X						X		X	
Sam Houston State University	Drug Impairment Training for Texas Community Supervision, Juvenile Probation, and Parole Officers	X	X						X			X										X			X	X
Sam Houston State University	Drug Impairment Training for Texas Employers	X	X	X					X													X		X	X	X
Sam Houston State University	Impaired Driving Initiatives - DECP, ARIDE, and DITEP	X	X	X					X													X			X	X
Tarrant County	Tarrant County No-Refusal Program	X	X	X			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				X

Organization	Project Title	FY 15	FY 16	FY 17	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
Texans Standing Tall	Screening and Brief Intervention for Risky Alcohol Use and Related Behavior among College Students	X	X	X	X									X		X						X			X	X
Texans Standing Tall	Statewide Community Coalitions Assessment to Identify Collaboration Opportunities to Prevent DUI/DWI			X	X																				X	X
Texans Standing Tall	Zero Alcohol for Youth Campaign and Statewide Youth Leadership Council to Reduce Impaired Driving	X	X	X	X																X	X				X
Texas A&M AgriLife Extension Service	Alcohol and Other Drug Driving Awareness Education	X			X																	X			X	X
Texas A&M AgriLife Extension Service	Alcohol and Other Drugs Parent Education Program	X			X																	X			X	X
Texas A&M AgriLife Extension Service	Watch UR BAC Alcohol Awareness Program	X	X	X	X								X									X			X	X

Organization	Project Title	FY 15	FY 16	FY 17	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas A&M Transportation Institute	Alcohol and Ignition Interlock Training for Texas Adult Probation Personnel and Alcohol/Drug Training	X			X							X	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			X		X	X
Texas A&M Transportation Institute	Ignition Interlock Training Program for Criminal Justice Professionals			X							X		X									X				
Texas A&M Transportation Institute	Marijuana and Driving: A Look at Texans Attitudes and Impact on Driving Under the Influence			X																		X	X		X	X
Texas A&M Transportation Institute	Peer-to-Peer Program for Decreasing Alcohol-Impaired Driving Among College Students	X	X	X	X	X									X							X			X	X

Organization	Project Title	FY 15	FY 16	FY 17	Prevention	Alternative Transportation	Enforcement - Local	Enforcement - State	Enforcement - Support/Training	Prosecution	Judiciary	Probation	Ignition Interlock	Screening, Treatment & Rehabilitation	Media (Prevention & Education)	Medical or Public Health	Driver Licensing	General Traffic Safety - Local	General Traffic Safety - State	Traffic Records	Advocacy	Education	Traffic Safety Research	Employer	Adult Focus	Underage Focus
Texas A&M Transportation Institute	Statewide Impaired Driving Task Force, Plan, Summit, and Technical Assistance	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Texas A&M Transportation Institute	Teens in the Driver Seat Program Outreach Enhancement with Distracted Driving Safety Presentations and Assemblies	X	X		X													X	X			X				X
Texas Alcoholic Beverage Commission	TABC Marketing Practices Educational Project			X	X																	X			X	X
Texas Alcoholic Beverage Commission	TABC Promoting Retailer Integrity while Delivering Education (PRIDE) Project	X			X			X														X			X	X
Texas Alcoholic Beverage Commission	Texas Alcoholic Beverage Commission Public Safety Project		X		X				X													X			X	X
Texas Association of Counties	Rural Courts Impaired Driving Liaison Project	X	X		X						X	X										X			X	X
Texas Association of Counties	County Judges Impaired Driving Liaison Project			X							X											X				

Organization	Project Title	FY 15	FY 16	FY 17	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 Association, Family, Career and Community	Alcohol and Drunk Driving Awareness Education	X			X																	X			X	X
Texas Center for the Judiciary	Texas Judicial Resource Liaison and Impaired Driving Judicial Education	X	X	X							X	X	X	X								X			X	X
Texas Counseling Association	Alcohol and Other Drug Prevention Guidance and Counseling Program Toolkit	X			X									X		X						X			X	X
Texas Department of Public Safety	Evidential Breath and Blood Alcohol Testing	X	X	X				X								X									X	X
Texas Department of Transportation	Alcohol and Impaired Driving Campaign (Christmas, Football, College, Labor Day, Hispanic)	X	X	X	X											X							X		X	X
Texas Department of Transportation	Impaired Driving Incentive Grants	X	X	X	X		X	X								X									X	X
Texas Department of Transportation	Impaired Driving Mobilization Blitz Grants	X	X	X	X		X	X								X									X	X
Texas Department of Transportation	Local Match Requirement Fulfillment	X	X	X	X											X									X	X

Organization	Project Title	FY 15	FY 16	FY 17	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 Department of Transportation	Project Celebration Prom Activities	X	X	X	X										X							X				X
Texas Department of Transportation	Step DWI	X	X	X	X		X															X				
Texas Department of Transportation	STEP WAVE DWI	X	X	X	X		X															X				
Texas District and County Attorneys Association	DWI Resource Prosecutor	X	X	X					X	X			X									X			X	X
Texas Justice Court Training Center	Texas Justice Court Traffic Safety Initiative	X	X								X											X			X	X
Texas Municipal Courts Education Center	Municipal Traffic Safety Initiatives	X	X	X	X					X	X		X									X			X	X
Texas Municipal Police Association	Fundamentals of Driving While Intoxicated (DWI) Investigation & Enforcement Training Program		X	X					X													X				
Texas Municipal Police Association	Law Enforcement Training to Reduce Impaired Driving by People Under 21	X	X	X	X				X													X			X	X

Organization	Project Title	FY 15	FY 16	FY 17	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 DWI Detection and Standardized Field Sobriety Testing (SFST) Training Program	X							X													X			X	X
Texas Municipal Police Association	Texas Standardized Field Sobriety Testing (SFST) Basic/Practitioner Course and Instructor Course		X						X													X			X	X
Texas Municipal Police Association	Texas Standardized Field Sobriety Testing (SFST) Refresher Training Program		X						X													X			X	X
Texas Municipal Police Association	Texas Standardized Field Sobriety Testing Refresher, Practitioner, and Instructor Training Program			X					X													X			X	X
Travis County Attorney's UDPP	Comprehensive Underage Drinking Prevention Program	X	X	X	X		X			X												X				X
University of Houston - Downtown	Mobile Video Training Course	X	X						X													X			X	X

Organization	Project Title	FY 15	FY 16	FY 17	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
University of Houston - Downtown	Standardized Field Sobriety Testing/Blood Warrant/Mobile Video Updates	X	X	X					X													X			X	X

APPENDIX J. BILLS PASSED IN 84TH LEGISLATURE

Texas Legislature – Bills Signed by the Governor 84 th Legislature Regular Session		
HB 642	Author:	Canales
	Sponsor:	Hinojosa
	Caption:	<p>Relating to an alcohol awareness program or drug education program for certain minors convicted of or adjudicated to have engaged in, or placed on deferred disposition or community supervision for, certain drug or alcohol related offenses; authorizing a fee.</p> <p>Impact: Adds drug education to programs that can be required of an offender, under the age of eighteen who engages in conduct constituting a drug-related offense. Specifies that the program will be at the defendant's expense unless the defendant is shown to be indigent.</p>
	Effective:	September 1, 2015
HB 1264	Author:	Wu
	Sponsor:	Huffman
	Caption:	<p>Relating to the preservation of toxicological evidence collected in connection with certain intoxication offenses.</p> <p>Impact: Adds Article 38.50 to Chapter 38 of the Texas Code of Criminal Appeals. Requires retention and preservation of a blood or urine specimen that was collected as part of an investigation of an alleged offense under Chapter 49 of the Texas Penal Code. Applies to a governmental or public entity or individual that is charge with the collection, storage, preservation, analysis, or retrieval of toxicological evidence. Requires retention for two years or the period of the statute of limitations if an indictment or information has not been presented. Requires retention for the term of supervision, if applicable or for the duration of the defendant's sentence. If defendant is acquitted or the indictment or information is dismissed with prejudice, requirement of retention ends.</p>
	Effective:	September 1, 2015
HB 1424	Author:	Lozano Wu Guillen
	Sponsor:	Zaffirini
	Caption:	<p>Relating to increasing penalties for defendants convicted of the manufacture or delivery of certain controlled substances.</p> <p>Impact: Amends Sections 481.002(5) AND (6) to redefine the terms "Controlled Substance" and "Controlled Substance Analogue, Adds new compounds to Penalty Group 2 and Penalty Group 2A. Increases the penalty for manufacturing, delivering or possessing with intent to deliver a controlled substance listed on a schedule by the Commissioner but not listed in a penalty group to a state jail felony if the defendant has a prior conviction an offense under this subsection or to a 3rd Degree Felony if the person has two or prior convictions under this subsection.</p>
	Effective:	September 1, 2015

Texas Legislature – Bills Signed by the Governor
84th Legislature Regular Session

HB 2246	Author:	Villalba Harless Lucio III Johnson Koop
	Coauthor:	Alonzo Capriglione Cook Davis, Yvonne Geren Giddings Guillen Huberty Larson Riddle Rodriguez, Eddie Thompson, Senfronia Zedler
	Sponsor:	Huffman
	Cosponsor:	Ellis Menéndez
	Caption:	<p>Relating to the restriction of certain intoxication offenders to the operation of a motor vehicle with an ignition interlock device in lieu of a license suspension.</p> <p>Impact: Allows a defendant whose license is suspended for an offense under Sections 49.04-49.08 (DWI, DWI w/child passenger, FWI, BWI, Assembling Or Operating An Amusement Ride While Intoxicated, Intoxication Assault and Intoxication Manslaughter) to operate a motor vehicle during the period of suspension if the defendant obtains an ignition interlock device and applies for and receives an occupational driver's license. Does not require proof of essential need just evidence of financial responsibility and proof of installation of an IID on each motor vehicle owned or operated by the defendant. No time, geographical or purpose restrictions are permitted. IID must remain installed for the entire period of suspension.</p>
	Effective:	September 1, 2015
HB 3791	Author:	Green
	Sponsor:	Hinojosa
	Caption:	<p>Relating to the provision of recordings of certain interactions with a peace officer relating to intoxication offenses.</p> <p>Impact: Amends Chapter 2 of the Code of Criminal Procedure to add Art. 2.139. A person stopped or arrested for an offense under Penal Code Sections 49.04-49.08 is entitled to receive a copy of any video of the stop, the arrest, the conduct of the person stopped during any interaction with the officer, or a procedure in which a specimen of the person's breath or blood is taken. Applies only to a recording of conduct occurring on or after the effective date.</p>
	Effective:	September 1, 2015
SB 339	Author:	Eltife
	Coauthor:	Ellis Menéndez Rodríguez
	Sponsor:	Klick Zerwas Zedler Coleman Sheffield
	Cosponsor:	Allen Alvarado Bernal Collier Geren Guerra Isaac Miller, Rick Naishtat Peña Stephenson White, James White, Molly

Texas Legislature – Bills Signed by the Governor
84th Legislature Regular Session

	Caption:	<p>Relating to the medical use of low-THC cannabis and the regulation of related organizations and individuals; requiring a dispensing organization to obtain a license to dispense low-THC cannabis and any employee of a dispensing organization to obtain a registration; authorizing fees.</p> <p>Impact: Amends the Occupations Code to authorize a qualified physician to prescribe low-THC cannabis to a patient with intractable epilepsy. Amends the Health and Safety Code, including provisions amended by S.B. 219, Acts of the 84th Legislature, Regular Session, 2015, to require DPS to issue or renew a license to operate as a dispensing organization, defined by the bill as an organization licensed by DPS to cultivate, process, and dispense low-THC cannabis to a patient for whom low-THC cannabis is prescribed, to each applicant who satisfies the bill's requirements.</p>
	Effective:	June 1, 2015
SB 1070	Author:	Hinojosa
	Sponsor:	Moody
	Caption:	<p>Relating to allowing certain defendants to successfully complete education at a substance abuse treatment facility in lieu of attending an education program; changing required conditions of community supervision for certain defendants.</p> <p>Impact: Amends Section 13, Article 42.12 of the Code of Criminal Procedure and Section 521.374 of the Texas Transportation Code to require the judge to waive the requirement of a DWI, Repeat DWI or Drug Education program if the defendant successfully completes an equivalent program at a residential treatment facility. Change applies to a person placed on community supervision on or after the effective date or to a person whose license is suspended on final conviction for an offense on or after the effective date.</p>
	Effective:	September 1, 2015
SB 1287	Author:	Hinojosa
	Sponsor:	Geren Herrero
	Caption:	<p>Relating to the Texas Forensic Science Commission, the accreditation of crime laboratories, and the licensing and regulation of forensic analysts; authorizing fees; requiring an occupational license.</p> <p>Impact: Amends the Code of Criminal Procedure and Government Code to provide for the establishment of a forensic analyst licensing program and the transfer of the crime laboratory accreditation process to the Texas Forensic Science Commission, among other provisions. In addition, the bill requires the commission to establish a method for collecting DNA and other forensic evidence related to unidentified bodies located less than 120 miles from the Rio Grande River.</p>
	Effective:	September 1, 2015, except for the requirement of a forensic analyst to hold a license, which takes effect January 1, 2019

APPENDIX K. LOCAL AND STATEWIDE COALITIONS

TxDOT District	TxDOT TSS	Coalition Name	Coalition Contact	Contact Title	Contact Phone	Contact Email
Abilene	Jill Collett	D.R.I.V.E. (Decisions, Responsibilities, Initiatives, and Education) Safe Coalition	Jill Collett	Traffic Safety Specialist	325-676-6808	jill.collett@txdot.gov
		Taylor Alliance for Prevention	Jacob Weckwerth	TAP Coordinator	325-673-2242 ex. 122	jacob.weckwerth@arcadatx.org
Atlanta	Irene Webster	Harrison County Community Coalition	Paula Vance	Coalition Coordinator	903-702-0062	pvance@etcada.com
		NE Texas Traffic Safety Coalition	Irene Webster	Traffic Safety Specialist	903-799-1221	irene.webster@txdot.gov
		NextStep	Susan Anderson	Coalition Coordinator	903-939-9010	susan.anderson@nextstepcsi.com
		Panola County Coalition	Monica Ingram	Coalition Coordinator	903-407-5812	mingram@etcada.com
Austin	Lisa Johnson Jude Schexnyder	Crossroads Coalition	Lisa Johnson Jude Schexnyder	Traffic Safety Specialist	512-832-7243 512-832-7035	lisa.johnson2@txdot.gov jude.schexnyder@txdot.gov
		Texans Standing Tall	Nicole Holt	Executive Director	512-442-7501	tst@TexansStandingTall.org
Beaumont	Georgette Pillitere	Drive Smart Southeast Texas	Georgette Pillitere	Traffic Safety Specialist	409-898-5719	georgette.pillitere@txdot.gov
Brownwood	Jeanni Luckey	DRIVERS Coalition	Jeanni Luckey	Traffic Safety Specialist	325-643-0403	jeanni.luckey@txdot.gov
Bryan	Terri Miller	Brazos Valley Injury Prevention Coalition	Cindy Kovar	Coalition Program Coordinator	979-862-1921	cmkovar@ag.tamu.edu
		Coalition for Alcohol Responsible Education (CARE)	Jessica M. Paul	President	979-361-5757	jpaul@brazoscountytexas.gov
		Law Enforcement Advisory Group	Laura Dean-Mooney	Co-Chair	979-862-1911	ldmooney@ag.tamu.edu
Dallas	Bernadine Moore / Robert White	Citizens for Traffic Safety	Carrie Nie	Associate Director (of the Injury Prevention Center of Greater Dallas)	214-590-4455	carrie.nie@phhs.org
		DalTaSC	Bernadine Moore / Robert White	Traffic Safety Specialist	214-320-6220 / 214-320-6235	Bernadine.moore@txdot.gov / robert.white@txdot.gov

TxDOT District	TxDOT TSS	Coalition Name	Coalition Contact	Contact Title	Contact Phone	Contact Email
		DWI Task Force	Linda Baker	Senior Secretary (to Dallas County Commissioner)	214-653-6670	lbaker@dallascounty.org
El Paso	Monica O'Kane	Safety Traffic Regional Operations Networking Group (STRONG)	Monica O'Kane	Traffic Safety Specialist	915-790-4384	monica.okane@txdot.gov
Ft. Worth	Barbara Penny	Fort Worth Area Coalition for Traffic Safety (F.A.C.T.S.) Coalition	Barbara Penny	Traffic Safety Specialist	817-370-6643	Barbara.penny@txdot.gov
Houston	Olga Navarro	Houston Injury Data Coalition	Olga Navarro	Traffic Safety Specialist	713-802-5177	olga.navarro@txdot.gov
Laredo	Blanca Trevino-Castro	Laredo/Webb Traffic Safety Coalition	Blanca Trevino-Castro	Traffic Safety Specialist	956-712-7408	Blanca.Trevinocastro@txdot.gov
		Webb County Community Coalition of SCAN	Veronica Jimenez	Program Director	956-724-3177	Veronica.jimenez@scan-inc.org
		AHEC-Area Health Education Center	Vicky Flores	Administrative Assistant	956-712-0037	vflores@mrgbahec.org
Lubbock	Karen Peoples	Hockley County VOICES Coalition	Sip Gutierrez	Coalition Director	806-317-6132	VOICEScoalition@hotmail.com
		Injury Prevention Coalition of the South Plains	Karen Slay	Executive Director	806-745-5428	kidsarentcargo@swbell.net
		Lubbock County VOICES Coalition	Teresa Alvarado	VOICES Coordinator	806-766-0307	talvarado@STARCARELubbock.org
		Lubbock County Youth Alcohol Coalition	Karen Peoples / Teresa Alvarado	Program Director	806-748-4478	karen.peoples@txdot.gov
Lufkin	Allison Rounsavall	Group United Against Roadway Deaths (GUARD)	Allison Rounsavall	Traffic Safety Specialist	936-633-4315	allison.rounsavall@txdot.gov
		Nacogdoches CAN (Community and Neighbors)	Peggy Muckelroy	Coordinator	936-569-1445	pmuckelroy@adacdet.org
		The Coalition	Janet Taylor	Coordinator	936-634-9308	jtaylor@angelinacoalition.org

TxDOT District	TxDOT TSS	Coalition Name	Coalition Contact	Contact Title	Contact Phone	Contact Email
Odessa	Robert Martinez	The Permian Basin Regional Council on Alcohol & Drug Abuse H2i	Sylvia Gonzalez	H2i Coalition Coordinator	432-333-4100	sgonzalez@pbrcada.org
		Permian Road Safety Coalition	Dolores Vick	Policy, Government & Public Affairs Team Lead	432-687-7164	dvick@chevron.com
Pharr	Ruby Martinez	Rio Grande Valley Traffic Safety Coalition	Ruby Martinez	Traffic Safety Specialist	956-782-2508	ruby.martinez@txdot.gov
San Angelo	Todd Deere	Concho Valley Traffic Safety Coalition	Todd Deere	Traffic Safety Specialist	325-947-9219	Todd.deere@txdot.gov
San Antonio	Robbi Smith / Mona Lisa Zertuche	Traffic Jam Coalition	Robbi Smith / Mona Lisa Zertuche	Traffic Safety Specialist	210-731-5219 210-731-5218	robbi.smith@txdot.gov / monalisa.zertuche@txdot.gov
Tyler	Wanda Ealey	Pay Attention East Texas (PAET)	Wanda Ealey	Traffic Safety Specialist	903-510-9225	wanda.ealey@txdot.gov
Waco	Debbie Tahiri	Hill County Substance Abuse Coalition (HCYSAC)	Tina Lincoln	Chief Juvenile Probation Officer	254-582-9553	tinalincoln@gmail.com
		Teen Safe Driving Coalition	Patricia Gaffney	Coalition Leader	817-798-2082	pgaff@flash.net
		Voices Against Substance Abuse (VASA)	Stephanie Drum	Coalition Coordinator	254-741-9222	sdrum@voiceinc.org
		Waco District Coalition	Debbie Tahiri	Traffic Safety Specialist	254-967-2752	debbie.tahiri@txdot.gov
Yoakum	Amy Brandt	Golden Crescent Traffic and Safety Coalition	Amy Brandt	Traffic Safety Specialist	361-293-4307	amy.brandt@txdot.gov

APPENDIX L. APPROVAL FORM

Texas Impaired Driving Task Force

FY 16 Texas Impaired Driving Plan Review/Approval Form

Name:

Date:

Agency/Organization:

Position/Title:

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

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

Explanation:

Electronic Signature:

