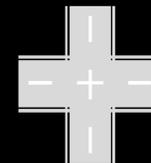


SHSP Action Plan Development

Impaired Driving EA Team



January 4, 2018

Agenda

- Welcome and Introductions
- SHSP Status
- FY 18 Goals and Objectives
- Action Planning
 - Proposed Approach
 - Meeting Schedule
- SHSP Milestones



SHSP Status

Thanks to you and your teams!

Plan approved by FHWA!! (Woo Hoo!)

Posted at www.texasshsp.com

Next Steps:

- Action Plans
- Evaluation Plan
- Communication Plan
- Regional Workshops



FY 18 Goals and Objectives

- Establish a SHSP Brand
- Extend participation in SHSP
- Document Existing Safety Programs and Projects
- Develop & disseminate a branded “consumer version” of SHSP
- Develop Action Plans for each Emphasis Area



Document Existing Programs and Projects

- Qualtrics Survey
- Classify
 - By EA
 - By other efforts (e.g., motorcycles, bicycles)
- Starting Point
- Identify gaps
- Set priorities

Action Planning Approach

- EA Teams
 - Review, revise, and confirm countermeasure rankings
 - Review, revise, and confirm preliminary Action Plans
 - Develop and confirm additional Action Plans
 - Ensure all strategies covered
 - All EA team priorities covered
- Three Rounds of Meetings



EA Team Meetings



Round 1

- Review, revise, and confirm countermeasure rankings*
- If time allows, begin reviewing, revising, and confirming preliminary Action Plans*
- Identify additional Action Plans needed to:
 - Ensure all strategies covered
 - Cover all EA team priorities

* Developed during 2017 Texas Traffic Safety Conference

STRATEGIES: IMPAIRED DRIVING EMPHASIS AREA

Strategy #1	Use data systems to identify alcohol licensed and permitted locations within a community and Alcoholic Beverage Code violation history at these locations to determine any correlation with alcohol related crashes
Strategy #2	Increase education for all road users on the impact of impaired driving and its prevention
Strategy #3	Increase officer contacts with impaired drivers through regular traffic enforcement
Strategy #4	Improve mobility options for impaired road users
Strategy #5	Increase data, training, and resources for prosecutors and officers in the area of drugged driving

NUMBER	COUNTERMEASURE	RANK
3a	Educate the police, community leaders, public, and traffic safety partners on the role of regular traffic enforcement stops as a primary tool in detecting impaired drivers and encourage their use to reduce impaired crashes. Identify trends in DUI arrests and compare the data to trends in citations and crashes for use in education.	
3b	Use a data driven approach to optimize areas and times for enforcement.	1
1a	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community and Texas Alcohol Beverage Control licensing data.	2
5c	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training. Continue to monitor the development of roadside drug testing instruments and, as appropriate, investigate deploying them into the field as an additional tool to detect impaired driving.	3
4a	Educate the public and community leaders on methods for identifying mobility options at the community level in both urban and rural areas.	4
4c	Promote trip planning, including designated drivers, public transportation, taxis, and alternate transportation service companies.	5
5d	Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.	
3g	Conduct surveys to assess public support for sobriety checkpoints and enhanced impaired driving penalties; document practices, short and long-term results and acceptance of checkpoints across the nation, develop a report on the survey results and impaired driving countermeasure effectiveness; and share the reports with lawmakers and the public.	
2c	Demonstrate to all road users the magnitude of the impact of impaired driving crashes on fatality rates by making comparisons with other causes of death (e.g., murder rate).	7
1b	Track frequent driving while intoxicated (DWI) offenders to identify and address persons with multiple impaired driving arrests and/or crashes. Pursue more intensive interventions.	8
2a	Identify gaps in knowledge with respect to the impact of illegal behaviors (e.g., specifically prescription drugs, marijuana and substances other than alcohol) on road safety.	9
5a	Develop training for prosecutors and regular patrol officers on detecting and prosecuting drugged drivers.	10
1c	Partner, where possible, with community groups and task forces to promote a comprehensive action plan to determine and address community hot spots.	11

NUMBER	COUNTERMEASURE	RANK
3c	Identify trends in DUI arrests and compare the data to trends in citations and crashes.	16
2d	Demonstrate to all road users the magnitude of the cost and liability exposure associated with impaired driving crashes resulting in injury and/or fatality.	17
5e	Secure additional resources for laboratories.	18
2b	Identify gaps in knowledge on the negative consequences of traffic violations among road users (e.g., fines, loss of license, effects of criminal record on future employment).	19
2e	Educate medical professionals to inform patients of the effects of medications on the ability to drive or operate heavy machinery.	20
3d	Identify training gaps for police on locations with a high probability for alcohol and drug use that lead to impaired driving (e.g., breaking up/preventing underage drinking parties).	21
5b	Develop joint training for prosecutors and laboratory personnel (Forensic Toxicologist) to assist in presenting scientific evidence of drug impairment in court.	22
2g	Educate professionals making blood draws about the Blood Test law.	
3e	Encourage motorists to safely report potential impaired drivers to law enforcement.	
3f	Research and identify strategies to streamline the system of processing impaired drivers.	
3g	Conduct surveys to assess public support for sobriety checkpoints and enhanced impaired driving penalties; document practices, short and long-term results and acceptance of checkpoints across the nation, develop a report on the survey results and impaired driving countermeasure effectiveness; and share the reports with lawmakers and the public.	
5g	Encourage adoption of laws that increase penalties for impaired driving.	
5h	Encourage adoption of laws that streamline the processing of impaired drivers by law enforcement.	
5i	Encourage adoption of laws that allow sobriety checkpoints.	

NUMBER	COUNTERMEASURES for ACTION PLANNING	RANK
3b	Use a data driven approach to optimize areas and times for enforcement.	1
1a	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community and Texas Alcohol Beverage Control licensing data.	2
5c	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.	3
4a	Educate the public and community leaders on methods for identifying mobility options at the community level.	4
4c	Promote trip planning, including designated drivers, public transportation, taxis, and alternate transportation service companies.	5
3a	Educate the police, community leaders, public, and traffic safety partners on the role of regular traffic enforcement as a primary tool in detecting impaired drivers.	6
2c	Demonstrate to all road users the magnitude of the impact of impaired driving crashes on fatality rates by making comparisons with other causes of death (e.g., murder rate).	7

Action Plan Overview

- **Steps** (requires most effort)
 - Lead organization
 - Action
- **Key points**
 - Effectiveness
 - Cost to implement
 - Time to implement (based on 5 year plan)
 - Barriers or issues to implementation

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

1a	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community and Texas Alcohol Beverage Control licensing data.
1c	Partner, where possible, with community groups and task forces to promote a comprehensive action plan to determine and address community hot spots.

Note: combined multiple countermeasures from this strategy

Facilitated Discussion Group Notes from Traffic Safety Conference:

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

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

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

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

1a	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community and Texas Alcohol Beverage Control licensing data.
1c	Partner, where possible, with community groups and task forces to promote a comprehensive action plan to determine and address community hot spots.

Note: combined multiple countermeasures from this strategy

Effectiveness: ***

Cost to implement: \$\$\$

Time to implement: medium

Barriers

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

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

1a	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community and Texas Alcohol Beverage Control licensing data.
1c	Partner, where possible, with community groups and task forces to promote a comprehensive action plan to determine and address community hot spots.

Note: combined multiple countermeasures from this strategy

Group Notes from 10.12.17 Texas Impaired Driving Task Force Meeting

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

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

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



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

1a	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community and Texas Alcoholic Beverage Control licensing data.
1c	Partner, where possible, with community groups and task forces to promote a comprehensive action plan to determine and address community hot spots.

Note: combined multiple countermeasures from this strategy

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

TABC challenges:

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

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

1a	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community and Texas Alcohol Beverage Control licensing data.
1c	Partner, where possible, with community groups and task forces to promote a comprehensive action plan to determine and address community hot spots.

Note: combined multiple countermeasures from this strategy

Does Strategy 1 wording need to be changed? YES.

Utilized need to be changed to collect or analyze. Violation needs to be changed to licensing. Violations can be important but the location of where people are leaving is more important than just violations. Define correlation: intentionally broad term, maybe identified or relationship better?

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

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

1a	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community and Texas Alcohol Beverage Control licensing data.
1c	Partner, where possible, with community groups and task forces to promote a comprehensive action plan to determine and address community hot spots.

Note: combined multiple countermeasures from this strategy

Countermeasure 1a word change? YES.

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

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

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

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

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

1a	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community and Texas Alcoholic Beverage Control licensing data.
1c	Partner, where possible, with community groups and task forces to promote a comprehensive action plan to determine and address community hot spots.

Note: combined multiple countermeasures from this strategy

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

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

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

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

1a	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community and Texas Alcohol Beverage Control licensing data.
1c	Partner, where possible, with community groups and task forces to promote a comprehensive action plan to determine and address community hot spots.

Note: combined multiple countermeasures from this strategy

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

Contacts and Agencies to be contacted:

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

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

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

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

What are the constraints?

Data limitations. Establishing causation.



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

1a	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community and Texas Alcohol Beverage Control licensing data.
1c	Partner, where possible, with community groups and task forces to promote a comprehensive action plan to determine and address community hot spots.

Note: combined multiple countermeasures from this strategy

Where will this data be housed?

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

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

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

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

1a	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community and Texas Alcohol Beverage Control licensing data.
1c	Partner, where possible, with community groups and task forces to promote a comprehensive action plan to determine and address community hot spots.

Note: combined multiple countermeasures from this strategy

What level of analysis:

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

If data is not readily available:

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

TABC Fun Facts:

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

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

2c	Demonstrate to all road users the magnitude of the impact of impaired driving crashes on fatality rates by making comparisons with other causes of death (e.g., murder rate).
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Group Notes from 10.12.17 Texas Impaired Driving Task Force Meeting

NOTE: This countermeasure (CM) was not worked on during the Traffic Safety Conference. Due to two measures in the original top 5 being combined, this was moved up later to be included as a top 5 CM, thus the level of detail might not be as much as some of the other CMs. Additionally, the nature of this CM is extremely broad, encompassing a variety of organizations and methods to produce the same result. The group wanted to make sure that it is noted that the list of programs is not an exhaustive list, rather one that was come up with during the limited amount of time and resources (such as looking up all the programs currently funded by TxDOT) allotted during the break out session. Most all TxDOT funded programs with any public outreach perform demonstrate costs and liability in some extent to the public. It is also not limited to TxDOT programs.

Strategy
#2

Increase education for all road users on the impact of impaired driving and its prevention

Countermeasures and Programs:

2c

Demonstrate to all road users the magnitude of the impact of impaired driving crashes on fatality rates by making comparisons with other causes of death (e.g., murder rate).

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

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

Impact covers multiple things so we like that term.

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

"Make the impact of impaired driving relevant to Texans"

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

Strategy
#2

Increase education for all road users on the impact of impaired driving and its prevention

Countermeasures and Programs:

2c

Demonstrate to all road users the magnitude of the impact of impaired driving crashes on fatality rates by making comparisons with other causes of death (e.g., murder rate).

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

What does this countermeasure mean to YOU? What is “demonstrating”?
Education through paid media, earned media, outreach/speakers, technology, etc.

What is liability? How will we define liability?

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

Strategy
#2

Increase education for all road users on the impact of impaired driving and its prevention

Countermeasures and Programs:

2c

Demonstrate to all road users the magnitude of the impact of impaired driving crashes on fatality rates by making comparisons with other causes of death (e.g., murder rate).

Who, what, and how are we “demonstrating” this information?

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

Strategy
#2

Increase education for all road users on the impact of impaired driving and its prevention

Countermeasures and Programs:

2c

Demonstrate to all road users the magnitude of the impact of impaired driving crashes on fatality rates by making comparisons with other causes of death (e.g., murder rate).

Who, what, and how are we “demonstrating” this information?

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

**Strategy
#2**

Increase education for all road users on the impact of impaired driving and its prevention

Countermeasures and Programs:

2c

Demonstrate to all road users the magnitude of the impact of impaired driving crashes on fatality rates by making comparisons with other causes of death (e.g., murder rate).

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

N/A – see above

No more vendors needed

How is this being done currently? And how is this being evaluated/calculated?

What is the “return of investment” or how is success measured?

Lower deaths, injuries and costs due to impaired driving

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

What is the plan for future improvements?

Funding to allow for improved data collection and reporting

More emphasis placed on evaluating the effectiveness of programs

Strategy
#3

Increase officer contacts with impaired drivers through regular traffic enforcement

Countermeasures and Programs:

3b

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

Facilitated Discussion Group Notes from Traffic Safety Conference:

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

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

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

Step 4: Identify data analysis resources – staffing/software

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

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

**Strategy
#3**

Increase officer contacts with impaired drivers through regular traffic enforcement

Countermeasures and Programs:

3b

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

Effectiveness: **

Cost to implement: **

Time to implement: medium

Barriers:

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

Strategy #3	Increase officer contacts with impaired drivers through regular traffic enforcement
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Countermeasures and Programs:

3b	Use a data driven approach to optimize areas and times for enforcement.
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Group Notes from 10.12.17 Texas Impaired Driving Task Force Meeting

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

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

**Strategy
#3**

Increase officer contacts with impaired drivers through regular traffic enforcement

Countermeasures and Programs:

3b

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

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

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

Strategy
#3

Increase officer contacts with impaired drivers through regular traffic enforcement

Countermeasures and Programs:

3b

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

Wording Changes

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

Step 1. Get LE, city councils, and local government, to place more emphasis on traffic enforcement.

- A LEA can only do what the community will allow. Have to get the community behind traffic enforcement. Make the community aware of traffic safety data. TxDOT does promote awareness, especially DWI issue. Highway signs do promote annual fatalities.

**Strategy
#3**

Increase officer contacts with impaired drivers through regular traffic enforcement

Countermeasures and Programs:

3b

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

Step 1 (cont'd).

- News media doesn't capture traffic safety issues. Numbers don't relate to people. Relate DWI fatalities to something else (example, numbers killed in war).
- Countering the idea that is promoted that traffic enforcement is minor.
- Maybe get a small but vocal group to support traffic enforcement.
- Have citizens show that it is a priority to the LEA.
- Promote this in a citizen's police academy.
- Communicate with groups that have been critical of LE such as BLM.

Step 2. Educate police, especially administrators. Can do through IACP conferences. Do the work for them. Send them the analysis. Have to get the chiefs to go for it. Whole concept of looking at crash data needs to be pushed out. Can small and mid-sized agency do the analysis that a larger agency can? To sell it you have to give it to them. If they see the data, they may make it more of a focus.

**Strategy
#3**

Increase officer contacts with impaired drivers through regular traffic enforcement

Countermeasures and Programs:

3b

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

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

Strategy
#4

Improve mobility options for impaired road users

Countermeasures and Programs:

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

Facilitated Discussion Group Notes from Traffic Safety Conference:

4a: (Lead organization: TxDOT)

Step 1: Meet with marketing contractor.

- Get user feedback
- Discuss improvements

Step 2: Implement changes to sober rides website.

- Create app for home screen

Step 3: Create communication plan

- Target audience
- Strategies
- Develop/test materials and message

**Strategy
#4**

Improve mobility options for impaired road users

Countermeasures and Programs:

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

Step 4: Implement campaign

- Partnerships
- Outreach
- Advertising
- Social media
- Public events

Effectiveness: ***

Cost to implement: \$\$

Time to implement: medium (1-5 years)

Barriers

- Money
- Partnership cooperation
- Buy-in to program

Step 5: Evaluation/feedback

*In all steps include urban and rural

Countermeasures and Programs:

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

4c:

Step 1: Community outreach to identify groups, coalitions, and partners

(Lead organization: TxDOT)

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

(Lead organization: TxDOT)

Step 3: Identify need areas both urban and rural. Identify current modes of transportation and identify gaps.

(Lead organization: TTI, TABC)

Step 4: Evaluate and access

(Lead organization: TTI, sub-grantee)

Strategy
#4

Improve mobility options for impaired road users

Countermeasures and Programs:

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

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

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

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

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

Step 7: Evaluation of effectiveness

(Lead organization: TTI, sub-grantee)

**Strategy
#4**

Improve mobility options for impaired road users

Countermeasures and Programs:

4a Educate the public and community leaders on methods for identifying mobility options at the community level.

4c Promote trip planning, including designated drivers, public transportation, taxis, and alternate transportation service companies.

Effectiveness: ***

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

Strategy
#4

Improve mobility options for impaired road users

Countermeasures and Programs:

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

Cost to implement: \$\$

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

Time to implement: short

Barriers

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

Strategy #4 Improve mobility options for impaired road users

#4

Countermeasures and Programs:

4a Educate the public and community leaders on methods for identifying mobility options at the community level.

4c Promote trip planning, including designated drivers, public transportation, taxis, and alternate transportation service companies.

Group Notes from 10.12.17 Texas Impaired Driving Task Force Meeting

Change Wording of Strategy #4:

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

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

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

**Strategy
#4**

Improve mobility options for impaired road users

Countermeasures and Programs:

4a Educate the public and community leaders on methods for identifying mobility options at the community level.

4c Promote trip planning, including designated drivers, public transportation, taxis, and alternate transportation service companies.

Discussion topics:

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

**Strategy
#4**

Improve mobility options for impaired road users

Countermeasures and Programs:

4a Educate the public and community leaders on methods for identifying mobility options at the community level.

4c Promote trip planning, including designated drivers, public transportation, taxis, and alternate transportation service companies.

Discussion topics:

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

Strategy #4 Improve mobility options for impaired road users

#4

Countermeasures and Programs:

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

Who beyond TxDOT could take a lead on countermeasures:

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

Strategy
#4

Improve mobility options for impaired road users

Countermeasures and Programs:

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

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

Get carpool linked on SoberRides.org

**Strategy
#4**

Improve mobility options for impaired road users

Countermeasures and Programs:

4a Educate the public and community leaders on methods for identifying mobility options at the community level.

4c Promote trip planning, including designated drivers, public transportation, taxis, and alternate transportation service companies.

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

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

Step 3 continued: Discussed meaning of the word “area” under step 3; is it identifying high-risk communities; what do those communities have? What are their gaps; step 3 has two steps: (a) Identify communities with the greatest problem (b) Evaluate access to resources to address this problem in high risk communities; Most people in rural areas are coming from the metropolitan areas
Issue of non-English speakers: Are their apps for those populations? There is a Spanish version of SoberRides.com

Strategy
#4

Improve mobility options for impaired road users

Countermeasures and Programs:

4a Educate the public and community leaders on methods for identifying mobility options at the community level.

4c Promote trip planning, including designated drivers, public transportation, taxis, and alternate transportation service companies.

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

Step 6 formerly 5: the app we discussed-could be a TxDOT grant; if it is part of SoberRides.org then GDC would need to be involved, but if it is a separate app-it could be a different lead agency. It maybe be beneficial for branding purposes to stick with the name SoberRides.org. Should tap into university resources. Extra information for visitors to the city especially during big events like ACL-particularly advertising free/discounted rides during specific events; would want hotel to add into their scrolling information and scroll information on the monitors during the event-include Chamber of Commerce; there would need to connect to SoberRides.org and some cost information. Really promote Plan While You Can in the scrolling outlets. Identify areas that are not getting the PSAs. Need to test methods in high risk populations. Use social media outlets.

**Strategy
#4**

Improve mobility options for impaired road users

Countermeasures and Programs:

4a Educate the public and community leaders on methods for identifying mobility options at the community level.

4c Promote trip planning, including designated drivers, public transportation, taxis, and alternate transportation service companies.

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

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

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

5c	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.
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Facilitated Discussion Group Notes from the Traffic Safety Conference:

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

GROUP 1:

Step 1: Schedule MORE classes across the state

- Free classes and materials
- SFST update and 24-hour course and instructor (Lead: Texas SFST)

Step 2: Schedule MORE classes across the state

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

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

5c	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.
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GROUP 2:

Step 1: Increase grand funding (NHTSA, TxDOT)

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

Step 3: Increase regional SFST & ARIDE trainings

Step 4: Increase DRE trainings

Effectiveness: ***

Cost to implement: \$\$

Time to implement: short

Barriers:

- Geography
- Travel cost for agencies (time cost & salary)
- Funding
- Agency support
- Agency staffing
- Commitments to attend because courses are free

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

5c	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.
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[Group Notes from 10.12.17 Impaired Driving Task Force Meeting](#)

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

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

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

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

Strategy
#5

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

Countermeasures and Programs:

5c

Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.

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

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

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

5c	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.
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Objective: To increase the number of SFST trainings in areas of the state with elevated KAB ETOH related crashes.

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

Strategy
#5

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

Countermeasures and Programs:

5c

Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.

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

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

Strategy
#5

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

Countermeasures and Programs:

5c

Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.

Objective: To increase funding resources that supports that states effort for conducting more SFST trainings (cont'd).

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

Strategy
#5

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

Countermeasures and Programs:

5c

Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.

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

- Conduct county assessment of SFST trainings to determine counties with SFST instructors eligible to train SFST courses.
- Identify SFST Instructors and reach out to them to perform more courses.
- Work with DPS and County Sheriff Departments in rural underserved areas to promote SFST training and multijurisdictional approach to providing training opportunities.
- Promote outreach to counties that have no SFST instructors to garner interest in training.
- Utilize SFST trainings courses to promote SFST Instructor, ARIDE and DRE training courses.

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

5c	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.
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Objective: To increase human capital resources for increasing the number of SFST trainings offered (cont'd).

- Work with rural and underserved council of governments, TMPA, Texas DPS and TxDOT TSSs to promote SFST Instructor training opportunities.
 - Note: There is a significant need to identify and market the importance of SFST training to law enforcement agency administrators.
 - Note: Explain the importance of SFST training and its impact on supporting blood and breath evidence.
- Promote SFST refresher training to law enforcement academies who conduct SFST practitioner training as part of the basic academy curriculum.
 - Note: Significant need to refresh academy graduates with SFST principles as a result of lost knowledge through a lengthy academy course of instruction. Often the SFST training is provided early in the academy curriculum and information is lost due to demands of learning other material.

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

5c	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.
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Objective: To increase marketing strategies that support increasing SFST course training.

- Continue to promote SFST practitioner training at the basic academy level as part of the TCOLE curriculum.
- Continue to market and promote SFST training to law enforcement agencies through the effort of TMPA and other training providers.
- Continue to market and promote SFST training to law enforcement agencies at traffic safety conferences, workshops and events.
- Continue to market and promote SFST training through multi-media efforts such as websites, social media and direct marketing opportunities.

Strategy
#5

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

Countermeasures and Programs:

5c

Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.

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

- Assess relevance of DWI enforcement in the context of prioritization of service calls.
 - Note: There is a significant need to understand how calls for service (reactive policing) impacts the ability of officers to self-initiate (proactive policing) impaired driving enforcement activity.
- Identify DWI enforcement as a priority service element that reinforces need for SFST training.

Strategy
#5

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

Countermeasures and Programs:

5c

Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.

Objective: To identify gaps in training that reduce scheduling opportunities for SFST training in Texas (cont'd).

- Priority for wet lab (alcohol workshops) immersion training opportunities as opposed to video lab.
 - Note: There is a significant need to require wet lab (alcohol workshops) to help demonstrate to students evidence of impairment associated with SFST test battery and so that they may experience impairment associated with testing methods.
- Allow liquor purchase for wet labs as a justified grant expense.
 - Note: Currently agencies are paying for alcohol for wet labs and can't charge the costs back to the grant as match because it is an unallowable cost. For wet labs to be done the instructor must pay out of pocket for alcohol which can be a limitation for conducting SFST training courses and wet labs.

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

5c	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.
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Countermeasure #2: Continue and increase Advanced Roadside Impaired Driving Enforcement (ARIDE) Trainings.

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

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

- Conduct county assessment of ARIDE trainings to determine areas of the state where gaps in training exist.
- Reach out to counties with low commitment to ARIDE training.
- Work with DPS, Texas Parks and Wildlife and County Sheriff Departments in rural underserved areas to promote ARIDE training and multijurisdictional approach to providing training opportunities.
 - Note: Multijurisdictional approach includes teaming with other law enforcement agencies in the region to pull resources to host and conduct ARIDE training courses.

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

5c	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.
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Objective: To increase the number of ARIDE trainings in underserved counties (cont'd).

- Promote ARIDE training courses Chief of Police, Sheriffs and Constable Associations.
- Promote extension outreach to underserved rural counties to garner interest in ARIDE training.
- Work with rural and underserved council of governments, traffic safety coalitions and TxDOT TSSs to promote ARIDE training opportunities.



Strategy
#5

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

Countermeasures and Programs:

5c

Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.

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

- Market ARIDE training to areas strongly impacted with high KAB crashes that are alcohol and drug involved.
- Conduct KAB ETOH and other drug crash analysis to identify areas of the state where there is a significant need for ARIDE training.
- Work with DPS and County Sheriff Departments in KAB ETOH and other drug elevated crash areas to promote ARIDE training.
- Promote a multijurisdictional approach to providing training opportunities in KAB ETOH and other drug elevated crash areas.

Strategy
#5

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

Countermeasures and Programs:

5c

Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.

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

- Promote extension outreach to KAB ETOH and other drug elevate crash counties to garner interest in ARIDE training.
- Work with council of governments, traffic safety coalitions and TxDOT TSSs to promote ARIDE training in KAB ETOH and other drug elevated crash areas to promote ARIDE training opportunities.

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

5c	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.
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Objective: To increase funding resources that supports that states effort for conducting more ARIDE trainings.

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

Strategy
#5

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

Countermeasures and Programs:

5c

Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.

Objective: To increase funding resources that supports that states effort for conducting more ARIDE trainings (cont'd).

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

Strategy
#5

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

Countermeasures and Programs:

5c

Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.

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

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

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

5c	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.
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Objective: To increase human capital resources for increasing the number of ARIDE trainings offered (cont'd).

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

Strategy
#5

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

Countermeasures and Programs:

5c

Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.

Objective: To increase human capital resources for increasing the number of ARIDE trainings offered (cont'd).

- Utilize ARIDE trainings courses to promote DEC and SFST training courses.
- Promote SFST refresher training to law enforcement agencies who conduct ARIDE practitioner training.

Strategy #5	Increase data, training, and resources for prosecutors and officers in the area of drugged driving
Countermeasures and Programs:	
5c	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.

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

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

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

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Strategy #5	Increase data, training, and resources for prosecutors and officers in the area of drugged driving
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- Allow liquor purchase for wet labs as a justified grant expense.
 - Note: Currently agencies are paying for alcohol for wet labs and can't charge the costs back to the grant as match because it is an unallowable cost. For wet labs to be done the instructor must pay out of pocket for alcohol which can be a limitation for conducting ARIDE training courses and wet labs.



Wrap Up

- Review plans for next meeting
- Questions
- Comments

Thanks very much!

EA Team Meetings

Round 2

- Complete reviewing, revising, and confirming preliminary Action Plans
- Develop additional Action Plans
 - Ensure all strategies covered
 - All EA team priorities covered



EA Team Meeting Schedule

Round 2

- January
- February

Round 3

- February
- March



EA Team Meetings

Round 3

- Complete Action Plans
- Announce regional workshop dates and locations
- Discuss EA Team role in workshops
- Encourage participation and marketing assistance



SHSP Milestones

Regional Workshops (May)

- Houston
- DFW
- San Antonio
- Midland/Odessa

SHSP Action and Evaluation Plans

- August 1st to FHWA

Traffic Safety Conference

- Focus on success and overcoming barriers
- Interactive workshops

2018 Traffic Safety Conference



The graphic is a promotional poster for the 2018 Traffic Safety Conference. It features a photograph of the Sugar Land Marriott Town Square hotel on the left. Overlaid on the photo is the text 'Traffic Safety Conference' in a white serif font, 'SAVE the DATE' in a large white sans-serif font with 'the' in a smaller script font, and 'Aug 8 - 10, 2018' in a yellow sans-serif font. To the right of the photo is a vertical bar with rainbow-colored stripes. Further right is a graphic of a starburst with arrows pointing outwards in various colors (red, orange, yellow, green, blue). Below this graphic is the text 'Sugar Land Marriott Town Square' and '16090 City Walk' in a black sans-serif font. Below that is a grey box containing 'Aug 8 - 10, 2018' and 'Sponsored by TxDOT.' in a black sans-serif font. At the bottom of the graphic are three logos: the Texas A&M Transportation Institute logo, the Center for Transportation Safety logo, and the Save a Life logo.

Traffic Safety Conference
SAVE the DATE
Aug 8 - 10, 2018

**Sugar Land Marriott
Town Square**
16090 City Walk

Aug 8 - 10, 2018
Sponsored by TxDOT.

 **Texas A&M
Transportation
Institute**

 **Center for
Transportation Safety**
Safety Research and Outreach

 **Save a Life™**
Texas Department of Transportation