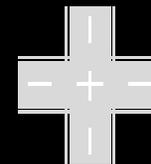


SHSP Action Plan Development

# Impaired Driving EA Team



February 15, 2018

# Agenda

- Welcome and Introductions
- Review Action Plans Developed by Working Groups
- Discuss Remaining Countermeasures Identified for Action Planning
- Next Steps



# STRATEGIES: IMPAIRED DRIVING EMPHASIS AREA

<b>Strategy #1</b>	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
<b>Strategy #2</b>	Increase education for all road users on the impact of impaired driving and its prevention
<b>Strategy #3</b>	Increase officer contacts with impaired drivers through regular traffic enforcement
<b>Strategy #4</b>	Improve mobility options for impaired road users
<b>Strategy #5</b>	Increase data, training, and resources for prosecutors and officers in the area of drugged driving

NUMBER	COUNTERMEASURES for ACTION PLANNING
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.
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).
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.
3b	Use a data driven approach to optimize areas and times for enforcement.
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
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.
5c	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training.
5d	Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes

**Strategy  
#3**

**Increase officer contacts with impaired drivers through regular traffic enforcement**

**Countermeasures and Programs:**

- 3a** Educate the police, community leaders, public, and traffic safety partners on the role of regular traffic enforcement stops as a primary tool in detecting impaired drivers and encourage their use to reduce impaired crashes. Identify trends in DUI arrests and compare the data to trends in citations and crashes for use in education.

Steps for implementation:

1. Review available resources on traffic stops volume and relation to DWI arrests and impaired driving fatalities. Gather existing data from OCA (Texas Office of Court Administration Annual Report) and TMCEC on trends in traffic stops.
2. Correlate traffic stop data to DWI arrest data from OCA and impaired driving data from FARS.
3. Create a data report based on existing report from TMCEC.
4. Disperse that data to traffic safety partners and policy makers (including positioning on dying to drink.com and the impaired driving task force).
5. Prepare a presentation of that data and speakers to convey that data to Texas Sheriff's Association, Texas Police Chiefs, DPS, TCOLE and other police and police leadership groups. Prepare articles for publication in their newsletters, web sites, and other publications. Also disseminate to safety coalitions.
6. Prepare and disseminate public information based on this research.
7. Convey this information to the Texas Legislature and other public policy makers.

**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.

Steps for implementation:

1. Prepare DDACTs training for police leadership organizations.
2. Prepare DDACTs articles for police leadership newsletters, web sites and publications.
3. Make DDACTs training available for cooperating agencies.
4. Push DDACTs information for use in STEPS programs.

**Strategy  
#3**

**Increase officer contacts with impaired drivers through regular traffic enforcement**

**Countermeasures and Programs:**

**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).

Steps for implementation:

1. Identify safety coalitions in high impaired driving crash areas and determine if coalitions are working with law enforcement to address underage drinking parties and calls for noise violations.
2. Determine if law enforcement agencies need and/or desire controlled party dispersal training.
3. Identify “best practices” training and training materials on location components to impaired driving and underage drinking enforcement. (e.g., San Antonio ordinance and standard operating procedures)
4. Disseminate best practices training materials, resources, and publications through [dyingtodrink.org](http://dyingtodrink.org), the Impaired Driving Task Force and police training and leadership organizations.

Strategy  
#3

Increase officer contacts with impaired drivers through regular traffic enforcement

### Countermeasures and Programs:

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.

### Steps for implementation:

1. In September 2017, the Texas Transportation Institute via the Center for Transportation Safety issued a Texas Statewide Traffic Safety Awareness Survey: 2017 Results. Regarding Sobriety Checkpoints, the following was found:  
  
Respondents were asked if they favor or oppose sobriety checkpoints in Texas. Sobriety checkpoints as commonly conducted in other states are not currently conducted in Texas. The survey results revealed that 58.6 percent were in favor of sobriety checkpoints, with 35.4 percent strongly in favor. As shown in Figure 25, 9.1 percent were strongly opposed to sobriety checkpoints, another 9.3 percent were opposed, and the remaining 22.9 percent were neutral on the subject.  
  
According to the Centers for Disease Control, sobriety checkpoints were first introduced in Scandinavia in the 1930's. In 1990, the U.S. Supreme Court ruled in favor of the constitutionality of sobriety checkpoints; however, the debate over checkpoints has continued, and some individual state courts have deemed them illegal for violating state constitutions (IIHS, 2012).

Strategy  
#3

Increase officer contacts with impaired drivers through regular traffic enforcement

### Countermeasures and Programs:

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.

Nunn and Newby, 2011, examined the effectiveness of 22 sobriety checkpoints implemented over one year at nine checkpoint locations in Indianapolis, Indiana, using various methodologies (pre/post, difference in differences, and interrupted time series). Impairment rates (impaired-driver collisions per 100 collisions) decreased insignificantly in non-downtown locations and increased significantly in downtown areas. Sobriety checkpoints also resulted in a small significant reduction in the number of alcohol-related crashes when compared with similar control locations, with differences more pronounced in downtown areas. Finally, the time-series analysis found that the number of impaired collisions in post-checkpoint periods was approximately 19 percent less than in the pre-checkpoint periods. (CDC, Intervention Fact Sheet, December 2, 2015.)

The Texas Legislature has deemed sobriety checkpoints illegal under Texas' interpretation of the U.S. Constitution. |

Countermeasures and Programs:

4a

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

Steps for Implementation:

1. Identify and list existing successful options and marketing materials for mobility options for impaired road users. ([soberrides.org](http://soberrides.org))
2. Identify and list high-risk cities and counties with relatively few or no alternative mobility options.
3. Facilitate distribution and dissemination of these successful materials through social media, websites, colleges and other schools, local businesses, courts, and city governments.
4. Identify and list current gaps/needs related to mobility options for impaired road users.
5. Create resource materials for municipal courts and city governments outlining how to bring new mobility options to their community, such as how to partner with local businesses.
6. Distribute the resource materials at TMCEC judicial education seminars and the Texas Municipal League Annual Conference (for city governments).

**Strategy  
#4**

**Improve mobility options for impaired road users**

**Countermeasures and Programs:**

**4c**

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

Steps for Implementation:

1. Consult with transit agencies, community coalitions, schools groups, and alternate transportation service companies on methods of increasing availability of sober rides.
2. Invite the above groups to join the Impaired Driving Task Force. Identify and list current gaps/needs related to mobility options for impaired road users.
3. Focus attention on the top 10 counties for DWI crashes. List the existing sober ride options in those counties.
4. Promote trip planning for college students in rural areas through materials distribution.
5. Continue to promote soberrides.org and explore possibility of a statewide smart phone app. Disseminate marketing materials through social media.

**Strategy  
#5**

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

**Countermeasures and Programs:**

**5d**

Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.

**Countermeasure #1: Improve robustness of data related to possible drug impairment on crash reports.**

Objective: To identify the most effective data elements relating to drugged driving crashes.

- 1. Identify vehicle indicators that can be observed during the crash investigation*
- 2. Identify chemical evidence that can and should be obtained in crash investigations*
- 3. Calculate the return-on-investment for each of the identified data elements*

Objective: To develop methods by which law enforcement officers can recognize and document data that can identify drugged driving on the crash report.

- 1. Review the application of ARIDE and DECP in the field*
- 2. Identify ways to improve the documentation of ARIDE and DECP by law enforcement officers*
- 3. Identify stakeholders and advocates to improve the use of existing techniques to identify and classify drug impairment*

Strategy  
#5

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

### Countermeasures and Programs:

5d

Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.

## Countermeasure #1: Improve robustness of data related to possible drug impairment on crash reports. (cont'd)

Objective: To identify data gaps related to documenting drugged driving on the crash report.

1. *Compare the existing crash report to the data judged as most effective and identify the gaps*
2. *Revise crash report to reflect the data elements that best inform the likelihood of drug impaired driving*
3. *Stakeholders review the revised crash report and provide feedback*
4. *Make final updates to the crash report*
5. *Train law enforcement officers through roll call deliveries on the changes to the crash report*

Objective: To improve accuracy of data and the process for determining a drug-elevated crash county.

1. *Develop a baseline using current data collection methods*
2. *Determine the threshold for classifying counties according to drugged driving crashes*
3. *Track the overall number of crashes with drugged driving crashes including the crash data elements previously identified.*

Strategy  
#5

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

### Countermeasures and Programs:

5d

Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.

## Countermeasure #2: Utilize supplemental crash reports to add missing drug impairment data to crash reports.

Objective: To provide valuable details that enhance information about drugged driving contributing factors.

1. *Identify data elements that can be gathered after an initial report is filed that will enhance the classification of crashes relative to drug impairment*
2. *Compare the existing supplemental report to the data judged as most effective and identify the gaps*
3. *Revise supplemental report to reflect the data elements that best inform the likelihood of drug impaired driving*
4. *Add formatting to ease report completion for all potential users*
5. *Stakeholders review the revised crash report and provide feedback*
6. *Make final updates to the supplemental crash report*

Objective: To train law enforcement, emergency medical services, and/or medical examiners how to add missing drug impairment data to crash reports.

1. *Train all potential users on the changes to the supplemental report*
2. *Develop field tools to serve as reminders for users*

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

5d	Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.
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**Countermeasure #3: Analyze policies and possible legislation advancing decriminalization and legalization of marijuana.**

Objective: To analyze legislation and traffic safety impact in other states with legalized marijuana.

1. *Review existing legislation in states where marijuana has been legalized*
2. *Identify differences in legislation based on type: recreational, medical, and drug form*
3. *Quantify impact on traffic safety crashes*
4. *Summarize the findings in a matrix format*
5. *Submit the matrix to selected stakeholders to gage the ease of understanding of the analysis results]*
6. *Revise matrix based on stakeholder feedback*

Objective: To educate legislators about the potential impact of legalizing marijuana on highway safety.

1. *Based on the analysis, develop an outline for the legislative educational materials*
2. *Develop educational materials for distribution to legislators and their staffs*
3. *Develop presentation materials for use in communications with legislators and their staffs*
4. *Distribute materials to legislators, staffs and other stakeholders who with further distribute materials to target audiences*

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

5d	Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.
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**Countermeasure #3: Analyze policies and possible legislation advancing decriminalization and legalization of marijuana. (cont'd)**

Objective: To educate the traffic safety stakeholders and general public about the potential consequences of legalizing marijuana on highway safety.

1. *Based on the analysis, develop an outline for the traffic safety stakeholder educational materials*
2. *Develop educational materials for distribution to traffic safety stakeholders (Consult with Texans Standing Tall about their materials)*
3. *Develop presentation materials for use in communications with traffic safety stakeholders*
4. *Based on the analysis, develop an outline for the educational materials targeting the general public*
5. *Develop educational materials for distribution to the general public safety*
6. *Develop presentation materials for use in communications with the general public*
7. *Distribute materials to stakeholders who will further distribute materials to target audiences*

**Strategy  
#5**

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

**Countermeasures and Programs:**

**5d**

Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.

**Countermeasure #4: Optimize resources available in the gathering and processing evidence related to drug impaired driving.**

Objective: To review available resources in gathering and testing blood evidence in drugged driving cases

- 1. Identify numbers of samples collected*
- 2. Analyze the available resources and time requirements to fully test for drug impairment in all samples*
- 3. Identify needed lab equipment and personnel to fully and promptly process all blood submissions for known substances*
- 4. Identify and report needed increases*
- 5. Estimate the return-on-investment for the proposed changes*
- 6. Gather input on potential stakeholders*
- 7. Communicate needed resources to all affected stakeholders*
- 8. Analyze impact by collecting data over a designated period*

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

5d	Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.
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### Countermeasure #4: Optimize resources available in the gathering and processing evidence related to drug impaired driving. (cont'd)

Objective: To investigate potential efficiencies in employing a law enforcement phlebotomist program

1. Obtain best practice procedures and processes associated with a law enforcement phlebotomist program based on existing programs modified with Texas legal requirements
2. Estimate the return-on-investment (ROI) for a law enforcement phlebotomist program
3. Gather stakeholder input related to the draft procedures and processes
4. Summarize the proposed procedures/process, ROI and stakeholder input
5. Submit final summary to an advisory group (senior law enforcement, prosecutors,, attorney general, and/or judges) for review and recommended actions

Objective: To investigate efficiencies in using a jailor phlebotomist program

1. Obtain best practice procedures and processes associated with a jailor phlebotomist program based on existing programs and Texas legal requirements
2. Estimate the return-on-investment (ROI) for a jailor phlebotomist program
3. Gather stakeholder input related to the draft procedures and processes
4. Summarize the proposed procedures/process, ROI and stakeholder input
5. Submit final summary to an advisory group (senior jail administrators, enforcement, prosecutors,, attorney general, and/or judges) for review and recommended actions

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

**5d** Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.

**Countermeasure #5: Assess law enforcement resources (# of DREs, ARIDE officers, etc.) and resources for prosecutors in drug-elevated crash counties**

Objective: To identify and prioritize where ARIDE and DRE trained officers are required

1. *Develop a statewide database of individual training to conduct ARIDE and DRE evaluations*
2. *Map the trained officers and associated agencies to the counties*
3. *Identify gaps in resources based on the county comparison with special emphasis on those counties designated as elevated in relation to drugged driving crashes*
4. *Compare the location of training opportunities to the gaps in resources*
5. *Develop a plan to deliver ARIDE and/or DRE training to individuals and agencies that have a demonstrated need*
6. *Track training in order to plan for and deliver refresher training in ARIDE and DRE*

Objective: To assess if prosecutors have received adequate resources relating to drug impaired driving

1. *Coordinate with TDCAA's DWI Prosecutor Task Force to identify existing and needed resources*
2. *Determine barriers to prosecutor auditing ARIDE and DRE training*
3. *Identify gaps in resources based on the county comparison with special emphasis on those counties designated as elevated in relation to drugged driving crashes*
4. *Compare the location of training opportunities to the gaps in resources*
5. *Use the TDCAA DWI Prosecutor Task Force to get DRE and ARIDE resources into existing and new training, publication and on-line resources*

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

<b>5d</b>	Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.
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**Countermeasure #6: Utilize SFST, ARIDE, DRE tracking system to identify common factors associated with impaired driving.**

Objective: To assess the utility of a SFST, ARIDE, DRE training tracking system

- 1. Review similar tracking systems in other states*
- 2. Compare the characteristics of other systems to the polices and procedures that impact resources at Texas law enforcement agencies (time, equipment, training, interest, etc.)*
- 3. Conduct a survey of current SFST, ARIDE, and DRE officers to identify strengths and challenges on employing a tracking system. (Sam Houston State DRE tracking reports)*
- 4. Determine the inputs, outputs, constraints, limitations, and participation requirements of a proposed system*
- 5. Assess the financial resources required to develop and deploy a tracking system*
- 6. Based on this analysis, determine the return-on-the investment of a tracking system for Texas*

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

<b>5d</b>	Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.
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**Countermeasure #7: Determine whether or not the drug testing equipment is accessible and robust enough to quantify blood drug results.**

Objective: To facilitate the identification of minimum instrumentation requirements to adequately quantify drug testing results.

- 1. Identify the minimum equipment required to support testing related to ARIDE and DRE evaluations*
- 2. Determine the return-on-investment based on arrests, crashes and prosecuting processes*
- 3. Determine the existing equipment resources*
- 4. Compare the equipment resources to the drugged driving crashes and trained personnel to perform evaluations*
- 5. Identify gaps and establish a plan to address the deficiencies*

<b>Strategy #1</b>	<b>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</b>
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**Countermeasures and Programs:**

<b>1a</b>	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.
<b>1c</b>	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)**

<b>Strategy #1</b>	<b>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</b>
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**Countermeasures and Programs:**

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*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)?

<b>Strategy #1</b>	<b>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</b>
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**Countermeasures and Programs:**

<b>1a</b>	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.
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*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.



<b>Strategy #1</b>	<b>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</b>
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**Countermeasures and Programs:**

<b>1a</b>	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.
<b>1c</b>	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.

<b>Strategy #1</b>	<b>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</b>
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**Countermeasures and Programs:**

<b>1a</b>	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.
<b>1c</b>	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.

<b>Strategy #1</b>	<b>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</b>
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**Countermeasures and Programs:**

<b>1a</b>	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.
<b>1c</b>	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.

<b>Strategy #1</b>	<b>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</b>
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**Countermeasures and Programs:**

<b>1a</b>	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.
<b>1c</b>	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.



<b>Strategy #1</b>	<b>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</b>
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**Countermeasures and Programs:**

<b>1a</b>	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.
<b>1c</b>	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.



<b>Strategy #1</b>	<b>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</b>
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**Countermeasures and Programs:**

<b>1a</b>	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.
<b>1c</b>	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.

<b>Strategy #1</b>	<b>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</b>
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**Countermeasures and Programs:**

<b>1a</b>	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.
<b>1c</b>	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.

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

<b>2c</b>	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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**“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

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

<b>2c</b>	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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**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 #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
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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 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
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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 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.

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

<b>5c</b>	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

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

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).

- 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
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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).

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



<b>Strategy #5</b>	<b>Increase data, training, and resources for prosecutors and officers in the area of drugged driving</b>
<b>Countermeasures and Programs:</b>	
<b>5c</b>	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**

**Countermeasures and Programs:**

**5c**

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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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# Wrap Up

- Review plans for next meeting
- Questions
- Comments

*Thanks very much!*