

Impaired Driving Emphasis Area Team Report Tuesday April 3, 2018, 2:00 p.m.

Participants

Name	Agency/Organization
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Action Plan Development

During the Traffic Safety Conference participants had the opportunity to prioritize the countermeasures in each of the seven emphasis areas. The top 3-5 countermeasures in each emphasis area were presented during the facilitated discussion sessions and preliminary action plans for some of the prioritized countermeasures were developed. Most of these action plans are incomplete and require more consideration by EA team members.

Through a collaborative process EA team members reviewed, revised and/or confirmed the countermeasure rankings and identified all needed action plans based on the following guidelines:

- Action Plan is not needed for every countermeasure
- All strategies must have at least one countermeasure with an action plan.
- Ensure that all EA team priorities are addressed.
- Countermeasures can be combined when appropriate (some were already combined about the conference).

Impaired Driving Strategies and Countermeasures - Revised

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

Countermeasures and Programs

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

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

Countermeasures and Programs

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

2g Educate professionals making blood draws about the Blood Test law.

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

- 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.
- 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).
- 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.

Strategy #4: Improve mobility options for impaired road users

Countermeasures and Programs

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

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

Countermeasures and Programs

- 5a Develop training for prosecutors and regular patrol officers on detecting and prosecuting drugged drivers.
- 5b Develop joint training for prosecutors and laboratory personnel (Forensic Toxicologist) to assist in presenting scientific evidence of drug impairment in court.
- 5c Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Evaluator (DRE) training. Continue to monitor the development of roadside drug testing instruments and, as

appropriate, investigate deploying them into the field as an additional tool to detect impaired driving.

- 5d Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired driving crashes.
- 5e Secure additional resources for laboratories.
- 5f Continue to monitor the development of roadside drug testing instruments and, as appropriate, investigate deploying them into the field as an additional tool to detect impaired driving.

Impaired Driving Countermeasures and Current DRAFT Action Plans

Strategy #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.

Draft Action Plan

EA Working Group: Nicole Holt, Mindy Carroll
Status: Add effectiveness, barriers

Steps to Implementation:

- 1. Use CRIS data to determine deadly and SBI crashes in communities with high probability for impaired driving issues.

Lead Agency: TST, TxDOT

Cost: \$

- 2. Through the use of existing licensing data available in TABC's Public Inquiry System determine if any correlations exist between that data and alcohol related crash data. [Public Inquiry includes: All retailers regulated by TABC with a two-year permit/license to sell or serve alcohol; the violation data related to these locations and is searchable through various variable such as county.]

Lead Agency: TABC

Cost: \$\$-\$\$\$

- 3. Create GIS map overlays of data, where possible (depends on available data).

Lead Agency: TST, TxDOT

Cost: \$

- 4. Identify partnerships to:
 - o Develop a list of information needs(TST)
 - o Identify communities that want to work on this issue
 - o work in local communities to collect localized crash data with local police and sheriff departments.

- o Utilize data collected to determine community variables that could impact the collected data related to special conditions, licensing requirements, community measures, and other determined factors.

Lead Agency: TST

Cost: \$\$

5. Determine areas where specific licensing data is not available through TABC’s Public Inquiry System that could have an impact on alcohol related crashes to determine incomplete data sets.

Lead Agency: TST, TABC

Cost: \$\$\$

6. Partner where possible with community groups and task force to promote a comprehensive action plan to address and determine community hot spots.

Lead Agency: TST

Cost: \$\$\$

Timeline: Steps 1 - 3: 6 months – 1 year; Steps 3 - 6: 1 to 3 years

Strategy #2

- 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).

Draft Action Plan

EA Working Group: Nicole Holt

Status: Needs effectiveness, barriers

Steps to Implementation:

1. Identify agencies/organizations that are collecting data correlated with impaired driving, and convene a working group to pursue this countermeasure together.
2. Identify leading causes of death and how they compare to impaired driving fatality rates. For example:
 1. Alcohol-related deaths
 2. Cancer (Include specific types. E.g., breast, lung, colon, prostate)
 3. Murder
 4. Heart Disease
 5. Diabetes
 6. Influenza/Pneumonia
 7. Tobacco-related deaths
3. Identify agencies/organizations with state-specific data on different causes of death identified in Step 3.
4. Collect data from appropriate sources identified in steps 1-3.

5. Compare data and determine which data points are compelling for different audiences.
6. Create appropriate number of fact sheets (minimum of 1) that compare death rates and associated costs. E.g., cost of law enforcement to respond, health insurance rates, car insurance, lost productivity.
7. Create compelling charts and other visuals/infographics that show the comparisons.
8. Create editorial calendar that identifies when to share what materials and the type of messaging associated with each item.
9. Identify audiences who should receive materials and who has access to distribute materials to those audiences (e.g., Task Force □ Employers; Employers □ Employees). Others who can distribute information include:
 - a. TxDOT Programs
 - b. Nonprofits
 - c. Colleges/Universities
 - d. Criminal Justice System
10. Identify cost of implementing prevention programs vs. cost of impaired driving fatalities.

Lead Agency: Texans Standing Tall is willing to co-lead this project.

Timeline: 6 months - 1 year (depends on how much data needs to be collected and how many resources need to be created)

Costs

- Main cost: People's time to attend meetings and do the work identified in the meetings
- Designer to create materials: \$300 - \$5,000 (depends on how many resources need to be created and how complicated they are)
- Print costs: \$0 to \$\$\$ (depends on how it's designed and who is printing it)

Strategy #3

- 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

Draft Action Plan

EA Working Group: Ned Minevitz, Clay Abbott

Status: Needs elements (effectiveness, cost, time, barriers)

Steps to 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 dyingtodrink.com and the impaired driving task force).
5. Prepare a presentation of that data and arrange speakers to convey that data to Texas Sheriff's Association, Texas Police Chiefs, DPS, TCOLE, safety coalitions, and other police and police leadership groups. Prepare articles for publication in their newsletters, web sites, and other publications.
6. Prepare and disseminate public information based on this research.
7. Convey this information to the Texas Legislature and other public policy makers.

3b Use a data driven approach to optimize areas and times for enforcement.

Draft Action Plan

EA Working Group: Ned Minevitz, Clay Abbott

Status: Needs elements (effectiveness, cost, time, barriers)

Steps to 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. Present DDACTs information for use in STEPS programs as a best practice and strongly recommend its inclusion in STEPS grant applications.
5. Compile DDACTs success stories to use as examples for departments not using DDACTs
6. Provide location specific DDACTs information to police departments within that location.

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).

Draft Action Plan

EA Working Group: Ned Minevitz, Nicole Holt

Status: Needs elements (effectiveness, cost, time, barriers)

Steps to 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. . (Texans Standing Tall has been performing this task since 2010 and currently has funding to continue through Sept. 31, 2018).

2. Determine if law enforcement agencies need and/or desire controlled party dispersal (CPD) training and provide training (Texans Standing Tall is funded through Sept. 31, 2018 to solicit and provide 5 CPD trainings; additional trainings would be \$\$).
 3. Identify “best practices” training and training materials on location components to impaired driving and underage drinking enforcement. (e.g., last place of drink; how to surveil for and respond to underage and nuisance drinking parties; San Antonio ordinance and standard operating procedures)
 4. Identify coalitions in high impaired driving crash areas and determine if coalitions are working with law enforcement to Identify communities with social host ordinances and coalitions to provide law enforcement training and support regarding ordinance enforcement and standard operating procedures (when possible). (TST is performing this task and provides training and technical assistance support to 9 community coalitions, including law enforcement; increasing the number would require more \$).
 5. Disseminate best practices training materials, resources, and publications through dyingtodrink.org, the Impaired Driving Task Force and police training and leadership organizations.
 6. Identify coalitions working on preventing underage drinking parties (social hosting) and/or partnering with law enforcement and/or working to prevent impaired driving using the online tool Coalitions.TexansStandingTall.org. (TST provides this online tool).
- 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.

Draft Action Plan

EA Working Group: Laura Mooney

Status: Rework (TTI will help) & add elements

Steps to Implementation:

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

Steps for implementation:

1. Texans were polled by the Texas Transportation Institute in September 2017. Respondents were asked if they favor or oppose sobriety checkpoints in Texas.. The survey results revealed:
 - 58.6 percent were in favor of sobriety checkpoints, with 35.4 percent strongly in favor. 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.
2. Nunn and Newby, 2011, examined the effectiveness of 22 sobriety checkpoints implemented over one year at nine checkpoint locations in Indianapolis, Indiana. Their findings showed:
 - 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.
 - 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.)
3. Texas Transportation Institute OR Mothers Against Drunk Driving (MADD) be tasked with documenting practices, results and acceptance of checkpoints across the nation. [IF THEY HAVE NOT ALREADY DONE SO.]
4. Texas Transportation Institute OR Mothers Against Drunk Driving (MADD) shall develop a report on the survey results and impaired driving countermeasure effectiveness. [IF THEY HAVE NOT ALREADY DONE SO.]
5. Convey this information to the Texas Legislature and other public policy makers.

Strategy #4

- 4a 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

Draft Action Plan

EA Working Group: Lisa Minjares-Kyle, Ned Minevitz
 Status: Ready for review

Steps to Implementation:

1. Identify and list existing successful options and marketing materials for mobility options for impaired road users for soberrides.org. If none are available, develop materials for marketing.

Lead Agency: TxDOT, ad agency partner

Cost: \$

Time to Implement: Short
Effectiveness: Low (on its own)
Barriers to implementation:

- Money
- Partnership cooperation
- Lack of advertising/marketing by providers
- difficulty of finding them through search engines

2. Identify and list high-risk cities and counties with relatively few or no alternative mobility options.

Lead Agency: TTI, TxDOT

Cost: \$

Time to Implement: 1 year or less depending on how readily available information is

Efficiency: Low (on its own)

Barriers to implementation:

- Funding for time and resources - Contacting individual cities to confirm that they truly have few or no options
- Availability of relevant data

3. Facilitate distribution and dissemination of these successful materials through social media, websites, colleges and other schools, local businesses, courts, and city governments.

Lead Agency: TTI, TST, Impaired driving task force coalition members

Cost: \$\$

Time to Implement: 1 year

Efficiency: High

Barriers to implementation:

- Buy-in to program
- Must include more information beyond 'don't drink and drive'
- Potential unwillingness of these groups to put forth great effort to disseminate what is distributed to them

4. Identify and list current gaps/needs related to mobility options for impaired road users.

Lead Agency: Texas A&M Transportation Institute, TST

Cost: \$

Time to Implement: 6 months

Efficiency: Low (on its own)

Barriers to implementation:

- Availability of data
- Funding for time

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.

Lead Agency: Texas Municipal Courts Education Center

Cost: \$

Time to Implement: 1 year

Efficiency: Medium

Barriers to implementation:

- **Actually getting cities to read the materials**

6. Distribute the resource materials at TMCEC judicial education seminars and the Texas Municipal League Annual Conference (for city governments).

Lead Agency: Texas Municipal Courts Education Center

Cost: \$

Time to Implement: 3 months

Efficiency: High

Barriers to implementation: None

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

Draft Action Plan

EA Working Group: Lisa Minjares-Kyle, Ned Minevitz

Status: Ready for review

Steps to Implementation:

1. Consult with transit agencies, community coalitions, schools groups, and alternate transportation service companies on methods of increasing availability of sober rides. Put together working group that focuses on this particular issue – city governments

Lead Agency: TTI, TST, local governments, interested individuals from impaired task force

Cost: \$\$

Time to Implement: 1-2 years

Efficiency: High

Barriers to implementation:

- **Obtaining commitments from others to participate**
- **Time commitments**

2. Invite the above groups to join a working group on this focus promoting trip planning. Identify group leader. Identify and list current gaps/needs related to mobility options for impaired road users.

Lead Agency: Impaired task force members, TTI

Cost: \$

Time to Implement: 3-6 months

Efficiency: Medium

Barriers to implementation:

- **Time availability**
- **Achieving enthusiasm from these groups to join**

3. Focus attention on the top 10 counties for DWI crashes. List the existing sober ride options in those counties.

Lead Agency: TTI, TXDOT

Cost: \$

Time to Implement: 6 months - year

Efficiency: Medium

Barriers to implementation:

- Availability of data

4. Promote trip planning for college students in rural areas through materials distribution.

Continue to promote soberrides.org and explore possibility of a statewide smart phone app. Disseminate marketing materials through social media.

Lead Agency: TTI, Impaired Task force members, TxDOT

Cost: \$ (\$\$\$ if phone app developed)

Time to Implement: 1 year - 2 years

Efficiency: High

Barriers to implementation:

- Availability of resources
- Rural areas and the availability of any transportation - working with faith-based groups, bars to build partnership
- App contingent on if funding is available
- Finding mediums through which to distribute that college students will pay attention to.

Strategy #5

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

Draft Action Plan

EA Working Group: Leanna Depue, Troy Walden, Cecelia Marquart

Status: Ready for review

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

Note: Trainings include SFST Practitioner Courses, SFST Refresher Courses, and SFST Instructor Courses

Objective: To Increase the number of SFST training courses.

Lead Organization: Texas Municipal Police Association (TMPA); Texas Department of Public Safety Troopers Foundation and Statewide Law Enforcement Academies/Regional Academies

Cost to implement: \$

Time to implement: Short

Barriers/Other Issues to Implement: Contingent upon federal funding

Action Plan:

- Identify underserved counties to market SFST course
- Utilize lead organizations to market SFST course to identified underserved county law enforcement agencies/Regional academies
- Promote SFST training course to Chief of Police, Sheriffs and Constable Associations
- Work with rural and underserved council of governments, traffic safety coalitions and TxDOT Traffic Safety Specialist's (TSS) to promote SFST courses to local law enforcement agencies.

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

Lead Organization: TMPA, UHD and Statewide Law Enforcement

Academies/Regional Academies

Cost to implement: \$

Time to implement: Short

Barriers/Other Issues to Implement: Contingent upon federal funding; Need for on-going assessment and identification of county fatal and serious injury alcohol related crashes to target county need; Assessment of county prosecution and court infrastructure to handle the increase in alcohol related case filings.

Action Plan:

- 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 Traffic Safety Specialist (TSS) to promote SFST training opportunities.

Objective: To increase the number of SFST trainings in areas of the state with elevated fatal or serious (KAB) ethanol (ETOH) related crashes.

Lead Organization: TMPA, UHD and Statewide Law Enforcement

Academies/Regional Academies

Cost to implement: \$

Time to implement: Short

Barriers/Other Issues to Implement: Contingent upon federal funding; Need for on-going assessment and identification of county fatal and serious injury alcohol related crashes to target county need; Assessment of county prosecution and court infrastructure to handle the increase in alcohol related case filings.

Action Plan:

- 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 elevated crash counties to garner interest in SFST training.
- Work with council of governments, traffic safety coalitions and TxDOT TSSs to promote SFST training in KAB ETOH elevated crash areas to promote SFST training opportunities.

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

Lead Organization: Federal and TxDOT agencies

Cost to implement: \$\$

Time to implement: Short

Barriers/Other Issues to Implement: Contingent upon federal funding

Action Plan:

- Utilize additional NHTSA funding dollars to increase SFST trainings.
 - Note: This would be due to Texas being an at risk state (>ETOH fatalities than the national average).
- Utilize federal grant dollars from underrun projects to increase SFST training opportunities in future fiscal year.
 - Note: *Since underrun dollars roll over to TxDOT for 3 years (2 years +1), reallocate the overrun funds to support increasing SFST trainings.*
 - Note: Using the reallocation of underrun dollars can help to offset cost of attending SFST course. Use the financial surplus to cover agency costs such as travel, lodging and meals for officers attending the SFST training course. This incentivized agencies to send officer to training due to agency cost savings.
 - Note: Reallocation of underrun dollars could be used as an incentive for STEP agencies to send officers to SFST trainings.

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

Lead Organization: Law enforcement agencies; Academies; and Regional Academies

Cost to implement: \$

Time to implement: Medium

Barriers/Other Issues to Implement: Length of time to train the number of practitioners and instructors necessary to meet the state need; Time for agencies to allocate personnel for training; Per Diem costs to send officers to receive training.

Action Plan:

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

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

Lead Organization: TMPA; UHD; TxDOT; NHTSA; Law enforcement academies/Regional academies

Cost to implement: \$\$

Time to implement: Medium

Barriers/Other Issues to Implement: Cost associated with statewide marketing campaigns; Academy and law enforcement lack of funding for marketing efforts.

Action Plan:

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

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

Lead Organization: TMPA; UHD; TxDOT; NHTSA; Law enforcement academies/Regional academies

Cost to implement: \$\$

Time to implement: Medium

Barriers/Other Issues to Implement: Cost associated with conducting gap assessments; identifying staff to take on identifying gaps for scheduling;

Action Plan:

- Assess relevance of DWI enforcement in the context of prioritization of service calls.
 - Note: There is a significant need to understand how calls for service (reactive policing) impacts the ability of officers to self-initiate (proactive policing) impaired driving enforcement activity.
- Identify DWI enforcement as a priority service element that reinforces need for SFST training.
- Priority for wet lab (alcohol workshops) immersion training opportunities as opposed to video lab.
 - Note: There is a significant need to require wet lab (alcohol workshops) to help demonstrate to students evidence of impairment associated with SFST test battery and so that they may experience impairment associated with testing methods.
- Investigate alternative sources for the purchase or donation of alcohol for wet labs.
 - 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.

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

Note: Trainings include Basic ARIDE Courses and ARIDE Instructor Courses

Objective: To increase the number of ARIDE training courses.

Lead Organization: Sam Houston State University (SHSU); TxDOT; and Statewide Law enforcement agencies

Cost to implement: \$

Time to implement: Short

Barriers/Other Issues to Implement: Contingent upon federal funding; Identifying committed law enforcement agencies and officers to participate in training; Identifying qualified officers who have been SFST trained;

Action Plan:

- Identify underserved counties to market ARIDE course
- Utilize lead organizations to market ARIDS course to identified underserved county law enforcement agencies/Regional academies
- Promote ARIDE training course to Chief of Police, Sheriffs and Constable Associations

- Work with rural and underserved council of governments, traffic safety coalitions and TxDOT Traffic Safety Specialist's (TSS) to promote ARIDE courses to local law enforcement agencies.

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

Lead Organization: SHSU; TxDOT; and Statewide law enforcement agencies

Cost to implement: \$

Time to implement: Short

Barriers/Other Issues to Implement: Contingent upon federal funding; Need for on-going assessment and identification of county fatal and serious injury alcohol and drug related crashes to target county need; Assessment of county prosecution and court infrastructure to handle the increase in alcohol and drug related case filings.

Action Plan:

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

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

Lead Organization: SHSU; TxDOT; Statewide law enforcement agencies

Cost to implement: \$

Time to implement: Short

Barriers/Other Issues to Implement: Contingent upon federal funding; Need for on-going assessment and identification of county fatal and serious injury alcohol and drug related crashes to target county need; Assessment of county prosecution and court infrastructure to handle the increase in alcohol and drug related case filings.

Action Plan:

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

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

Lead Organization: TxDOT; NHTSA

Cost to implement: \$\$

Time to implement: short

Barriers/Other Issues to Implement: Contingent upon federal support

Action Plan:

- Utilize additional NHTSA funding dollars to increase ARIDE trainings.
 - Note: This would be due to Texas being an at risk state (> ETOH and other drug fatalities than the national average).
- Utilize federal grant dollars from underrun projects to increase SFST training opportunities in the next fiscal year.
 - Note: Since underrun dollars roll over to TxDOT for 3 years (2 years +1), reallocate the overrun funds to support increasing ARIDE trainings.
 - Using the reallocation of underrun dollars can help to offset cost of attending ARIDE course. Use the financial surplus to cover agency costs such as travel, lodging and meals for officers attending the ARIDE training course. This incentivized agencies to send officer to training due to agency cost savings.
 - Reallocation of underrun dollars could be used as an incentive for STEP agencies to send officers to ARIDE trainings.

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

Lead Organization: SHSU; Law enforcement agencies

Cost to implement: \$

Time to implement: Medium

Barriers/Other Issues to Implement: Length of time to train the number of ARIDE practitioners and instructors necessary to meet the state need; Time for agencies to allocate personnel for training; Per Diem costs to send officers to receive training.

Action Plan:

- Conduct county assessment of ARIDE trainings to determine counties with ARIDE instructors eligible to train ARIDE courses.

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

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

Lead Organization: SHSU; TxDOT; NHTSA; Regional law enforcement training centers and academies

Cost to implement: \$\$

Time to implement: Medium

Barriers/Other Issues to Implement: Cost associated with statewide marketing campaigns; Regional academy and law enforcement academies lack of funding for marketing efforts.

Action Plan:

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

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

Lead Organization: SHSU; TxDOT

Cost to implement: \$\$

Time to implement: Medium

Barriers/Other Issues to Implement: Cost associated with conducting gap assessments; identifying staff to take on identifying gaps for scheduling;

Action Plan:

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

Countermeasure #3: Continue and Increase Drug Evaluation Classification Program Trainings.

Note: Training is for Drug Recognition Experts (DRE), DRE Re-certifications; and DRE Instructors

Objective: To Increase the number of DRE training courses.

Lead Organization: SHSU; TxDOT

Cost to implement: \$\$

Time to implement: Medium

Barriers/Other Issues to Implement: Contingent upon federal funding; Identifying committed law enforcement agencies and officers to participate in DRE training; Identifying qualified officers who have been SFST trained.

Action Plan:

- Identify underserved counties to market DRE course
- Utilize lead organizations to market DRE course to identified underserved county law enforcement agencies/Regional academies
- Promote DRE training course to Chief of Police, Sheriffs and Constable Associations
- Work with rural and underserved council of governments, traffic safety coalitions and TxDOT Traffic Safety Specialist's (TSS) to promote DRE courses to local law enforcement agencies.

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

Lead Organization: SHSU; TxDOT; and Statewide law enforcement agencies

Cost to implement: \$\$

Time to implement: Medium

Barriers/Other Issues to Implement: Contingent upon federal funding; Need for on-going assessment and identification of county fatal and serious injury alcohol and drug related crashes to target county need; Assessment of county

prosecution and court infrastructure to handle the increase in alcohol and drug related case filings.

Action Plan:

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

Objective: To increase the number of DRE trainings in areas of the state with elevated fatal or serious (KAB) ethanol (ETOH) related crashes.

Lead Organization: SHSU; TxDOT

Cost to implement: \$\$

Time to implement: Medium

Barriers/Other Issues to Implement: Contingent upon federal funding; Need for on-going assessment and identification of county fatal and serious injury alcohol and drug related crashes to target county need; Assessment of county prosecution and court infrastructure to handle the increase in alcohol and drug related case filings.

Action Plan:

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

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

Lead Organization: TxDOT; NHTSA

Cost to implement: \$\$

Time to implement: Medium

Barriers/Other Issues to Implement: Contingent on federal support

Action Plan:

- Utilize federal grant dollars from underrun projects to increase DRE training opportunities in the next fiscal year.
 - Note: *Since underrun dollars roll over to TxDOT for 3 years (2 years +1), reallocate the overrun funds to support increasing DRE trainings.*
 - Note: Using the reallocation of underrun dollars can help to offset cost of attending DRE course. Use the financial surplus to cover agency costs such as travel, lodging and meals for officers attending the DRE training course. This incentivized agencies to send officer to training due to agency cost savings.

Objective: To increase marketing strategies that support increasing DRE training.

Lead Organization: SHSU; TxDOT; NHTSA; Regional law enforcement training centers and academies

Cost to implement: \$\$

Time to implement: Medium

Barriers/Other Issues to Implement: Cost associated with statewide marketing campaigns; Regional academy and law enforcement academies lack of funding for marketing efforts

Action Plan:

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

Objective: To identify gaps in training that reduce scheduling opportunities for DRE training

Lead Organization: SHSU; TxDOT

Cost to implement: \$\$

Time to implement: Medium

Barriers/Other Issues to Implement: Cost associated with conducting gap assessments; identifying staff to take on identifying gaps for scheduling;

Action Plan:

- 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 DRE training.
- Priority for wet lab (alcohol workshops) immersion training opportunities as opposed to video lab.
 - Note: There is a significant need to require wet lab (alcohol workshops) to help demonstrate to students evidence of impairment associated with

SFST test battery and so that they may experience impairment associated with testing methods.

- Investigate alternative sources for the purchase or donation of alcohol for wet labs.
 - 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.

Evidence

- Standardized Field Sobriety Test Battery
 - Beginning in late 1975, extensive scientific research studies were sponsored by the National Highway Traffic Safety Administration through a contract with the Southern California Research Institute (SCRI) to determine roadside field sobriety tests were the most accurate. Three reports were published by SCRI.
 - California: 1977 (Lab)
 - California: 1981 (Lab and Field)
 - Maryland, D.C., VA, NC, 1983 (Field)

Laboratory research indicated that three of these tests, when administered in a standardized manner, were highly accurate and reliable battery of tests for distinguishing BACs above 0.10: Horizontal Gaze Nystagmus (HGN), Walk-and-Turn (WAT), One-Leg Stand (OLS)

Three additional studies were undertaken between 1995 and 1998. Colorado in 1995 found that correct arrest decisions were made 93% of the time based on the 3-test battery (HGN, WAT, OLS). A Florida study in 1997 addressed the question of whether SFSTs are valid and reliable indices of the presence of alcohol when used under present day traffic and law enforcement conditions. It found that correct decisions were made 95% of the time based on the 3-test battery (HGN, WAT, OLS). The third study, San Diego (1998), was undertaken to determine if SFST can discriminate at BAC's below 0.10. Correct arrest decisions were made 91% of the time based on the 3-test battery (HGN, WAT, OLS) at the 0.08 level and above.

- Drug Influence Evaluation (evaluations done by Drug Recognition Experts)
 - Drug Influence Evaluations were developed by police officers from Los Angeles California Police Department in the early 1970s. They were adopted by the National Highway Traffic Safety Administration in the early 1980s.

The DIE testing done by DRE is said to be scientific. The DRE Student Manual identifies three scientific studies as being those that validate DRE testing. These studies are:

Bigelow GE, et al. Identifying Types of Drug Intoxication: Laboratory Evaluation of the Subject Examination Procedures. Washington, DC: NHTSA 1985, DOT HS 806

Compton RP. Field Evaluation of the Los Angeles Police Department Drug Detection Program. Washington, DC: NHTSA 1986. DOT HS 807 012. 1986

Adler EV, Burns M: Drug Recognition Expert (DRE) Validation Study. Phoenix: Arizona Governor's Office of Highway Safety; 1994.

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

Draft Action Plan

EA Working Group: Leanna Depue, Troy Walden, Nicole Holt
Status: Ready for review

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.

Lead Organization: Texas Department of Transportation- Crash Records Section;
Texas Department of Public Safety

Cost to implement: \$

Time to implement: Medium

Barriers/Other Issues to Implement: Modification of the CR-3 crash report; modification to the CRASH electronic crash reporting application; modification of crash reporting instructions for law enforcement.

Action:

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.

Lead Organization: Texas Department of Transportation Crash Records Section;
Sam Houston State University

Cost to implement: \$\$

Time to implement: Medium

Barriers/Other Issues to Implement: Developing a research methodology to evaluate ARIDE and DECP in the field; time, human capital and financial resources needed to perform a field analysis.

Action:

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*

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

Lead Organization: Texas Department of Transportation- Crash Records Section;
Texas Department of Public Safety

Cost to implement: \$

Time to implement: Medium

Barriers/Other Issues to Implement: Dissent from law enforcement agencies with regard to modifying the CR-3 crash report; modification of the CR-3 crash report; modification to the CRASH electronic crash reporting application; modification of crash reporting instructions for law enforcement; consensus on crash reporting modifications from multiple reviewers; Human capital, officer time, and financial capital needed to train officers on crash reporting changes.

Action:

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.

Lead Organization: Texas Department of Transportation Crash Records Section

Cost to implement: \$\$

Time to implement: Medium

Barriers/Other Issues to Implement: Identification of an ordinal placement of importance for data acquisition and use; creation of new business rules for data capture and retention on CRIS.

Action:

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.*

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.

Lead Organization: Texas Department of Transportation Crash Records Section

Cost to implement: \$\$

Time to implement: Medium

Barriers/Other Issues to Implement: Dissent from law enforcement agencies with regard to modifying the CR-3 crash report; dissent from law enforcement concerning collection of more data; modification to the CRASH electronic crash reporting application; modification of crash reporting instructions for law enforcement; consensus on crash reporting modifications from multiple reviewers; Human capital, officer time, and financial capital needed to train officers on crash reporting changes.

Action:

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.

Lead Organization: Texas Department of Transportation; Texas A&M Transportation Institute and other training organizations.

Cost to implement: \$\$

Time to implement: Medium

Barriers/Other Issues to Implement: -

Action:

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

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.

Lead Organization: TSRP, Texas A&M Transportation Institute; Texas Standing

Tall

Cost to implement: \$

Time to implement: On-going

Barriers/Other Issues to Implement: -

Action:

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.

Lead Organization: TSRP, Texas A&M Transportation Institute; Sam Houston State University; Texas Standing Tall

Cost to implement: \$

Time to implement: On-going

Barriers/Other Issues to Implement: Continual process due to the legislator turnover

Action:

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*

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

Lead Organization: TSRP, Texas A&M Transportation Institute; Sam Houston State University; Texas Standing Tall

Cost to implement: \$

Time to implement: On-going

Barriers/Other Issues to Implement: Continual process due to ever-changing target group

Action:

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*
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 with further distribute materials to target audiences*

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.

Lead Organization: Texas Department of Public Safety Toxicology Laboratory

Cost to implement: \$

Time to implement: Medium

Barriers/Other Issues to Implement: Human capital needed to perform the analysis; time commitments to perform the analysis; financial resources to pay

for the efforts; consensus on findings and recommendations from multiple reviewers.

Action:

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*

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

Lead Organization: Texas Department of Transportation; Texas Department of State Health Services.

Cost to implement: \$

Time to implement: Medium

Barriers/Other Issues to Implement: Identifying which agencies use this strategy; limitations with training frequency and certifications required; method of obtaining blood evidence is more invasive and has high potential for legal confrontations (4th amendment and admissibility of evidence at trial).

Action:

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.

Lead Organization: Texas Department of Transportation; Texas Department of State Health Services.

Cost to implement: \$

Time to implement: Medium

Barriers/Other Issues to Implement: Identifying which agencies use this strategy; limitations with training frequency and certifications required; method of obtaining blood evidence is more invasive and has high potential for legal confrontations (4th amendment and admissibility of evidence at trial).

Action:

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*

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.

Lead Organization: Texas Department of Transportation; Sam Houston State University

Cost to implement: \$

Time to implement: Medium

Barriers/Other Issues to Implement: Human capital needed to perform the analysis; time commitments to perform the analysis; financial resources to pay for the efforts.

Action:

1. *Utilize the pre-existing 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.

Lead Organization: TSRP

Cost to implement: \$

Time to implement: Short

Barriers/Other Issues to Implement: Human capital needed to perform the analysis; time commitments to perform the analysis; financial resources to pay for the efforts.

Action:

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*

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.

Lead Organization: Texas Department of Transportation; Sam Houston State University

Cost to implement: \$\$\$

Time to implement: Medium

Barriers/Other Issues to Implement: Cost and agency to manage and maintain the system; limitations on protected information that can be collected; Freedom of Information Act requests for data.

Action:

1. *Review similar tracking systems in other states*
2. *Compare the characteristics of other systems to the polies 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*
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*

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.

Lead Organization: Texas Department of Public Safety Toxicology Lab

Cost to implement: \$\$

Time to implement: Medium

Barriers/Other Issues to Implement: Human capital needed to perform the analysis; time commitments to perform the analysis; financial resources to pay for the efforts.

Action:

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*

Evidence:

No scientific evidence.

Next Steps

- Review and complete action plan revisions

Upcoming Meeting Dates

- Regional Workshops
 - Houston - May 1
 - San Antonio - May 3
 - Dallas/Fort Worth - May 15
 - Midland/Odessa - May 17

- August 8-10, 2018 - Traffic Safety Conference, Sugarland