Impaired Driving Strategies

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

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

Focus	Number	Description	Action Plan
Data analysis	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 Commission licensing data.	✓
Frequent offenders	1B	Track frequent driving-under-the-influence offenders to identify and address persons with multiple impaired-driving arrests and/or crashes. Pursue more intensive interventions.	
Hot spots	1C	Partner, where possible, with community groups and task forces to promote a comprehensive action plan to determine and address community hot spots.	

Data Analysis Countermeasure (1A) Action Plan

Develop and maintain data to identify correlations between impaired-driving crashes and citations, road type, corridor, region, county and community, and Texas Alcoholic Beverage Commission licensing data.

Element	Description
Steps for Implementation	1. Use Crash Records Information System (CRIS) data to determine fatal and suspected serious injury crashes in communities with high probability for impaired-driving issues. (Participating organizations: Texans Standing Tall, TxDOT, TTI, metropolitan planning organizations [MPOs], and city and county agencies) 2. Through the use of existing licensing data available in the Texas Alcoholic Beverage Commission's (TABC's) Public Inquiry System, determine whether any correlations exist between those data and alcohol-related crash data. Also, mine data from prosecutions. (Participating organization: TABC) 3. Create geographic information system map overlays of data, where possible (depends on available data). (Participating organizations: Texans Standing Tall and TxDOT) 4. Identify partnerships to develop a list of information needs; identify communities that want to work on this issue; work in local communities to collect localized crash data with local police and sheriff departments; and use data collected to determine community variables that could impact the collected data related to special conditions, licensing requirements, community measures, and other determined factors. (Participating organization: Texans Standing Tall) 5. Determine areas where specific licensing data are not available through TABC's Public Inquiry System that could have an impact on alcohol-related crashes to determine incomplete data sets. (Participating organizations: Texans Standing Tall and TABC) 6. Partner, where possible, with community groups and task forces to promote a comprehensive action plan to address and determine community hot spots. (Participating organization: Texans Standing Tall)
Participating Organizations	See above for each step.
Effectiveness	***
Cost to Implement	$ to $$$
Time to Implement	6 months to 3 years
Barriers	• The difficulty of data sharing. TABC has restrictions about data sharing. • Database compatibility. The database is not designed to export data. • Festival and special event licenses done on paper in notebooks, not electronically. (Temporary licensing is issued to actual licensed establishment, so festival violations will not reflect location accurately.) • Identification of a champion. • Developing and sustaining a coalition of participating agencies. • Estimating real and meaningful correlations between establishments and crash locations. • Developing sufficient and sustained funding for enforcement and education efforts.

STRATEGY 2

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

Countermeasures

Focus	Number	Description	Action Plan
Illegal behaviors and road safety	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.	
Consequences of traffic violations	2B	Identify gaps in knowledge on the negative consequences of traffic violations among road users (e.g., fines, loss of license, and effects of a criminal record on future employment).	
Impact of impairment	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).	✓
Cost of impaired driving	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.	
Medical professionals	2E	Educate medical professionals to inform patients of the effects of medications on the ability to drive or operate heavy machinery.	
Knowledge gaps—judges and prosecutors	2F	Identify the gaps in knowledge of judges and prosecutors about impaired driving, and provide messaging or training to close the gaps.	
Blood test law—educate professionals doing blood draws	2G	Educate professionals making blood draws about the blood test law.	

Impact of Impairment Countermeasure (2C) Action Plan

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).

Element	Description
Steps for 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. Example are alcohol-related deaths, cancer (e.g., breast, lung, colon, and prostate), murder, heart disease, diabetes, influenza/pneumonia, and tobacco-related deaths. 3. Identify agencies/organizations with state-specific data on different causes of death identified in step 2. 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 an appropriate number of fact sheets (a minimum of one) that compare death rates and associated costs. Examples are the cost of law enforcement to respond, health insurance rates, car insurance, and lost productivity. 7. Create compelling charts and other visuals/infographics that show the comparisons. 8. Create an 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, or employees). Others who can distribute information include TxDOT programs, nonprofits, colleges/universities, and the criminal justice system. 10. Identify the cost of implementing prevention programs versus the cost of impaired-driving fatalities.
Participating Organizations	Nonprofit agencies (e.g., Texans Standing Tall)
Effectiveness	***
Cost to Implement	$$$
Time to Implement	Medium
Barriers	• Securing initial and sustained funding. • Obtaining injury outcome data for impaired crashes. • Obtaining reliable cost data for injuries. • Estimating costs of effective prevention programs.

STRATEGY 3

Increase officer contacts with impaired drivers through regular traffic enforcement.

Countermeasures

Focus	Number	Description	Action Plan
Traffic enforcement	3A	Educate the police, community leaders, the 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 driving under the influence (DUI) arrests, and compare the data to trends in citations and crashes for use in education.	✓
Data-driven approach	3B	Use a data-driven approach to optimize areas and times for enforcement.	✓
Law enforce-ment training	3C	Identify training gaps for police on locations with a high probability for alcohol and drug use that lead to impaired driving (e.g., breaking up/preventing underage-drinking parties).	✓
Sobriety checkpoints	3D	Conduct surveys to assess public support for sobriety checkpoints and enhanced impaired-driving penalties; document practices, short- and long-term results, and acceptance of checkpoints across the nation; develop a report on the survey results and impaired-driving countermeasure effectiveness; and share the reports with lawmakers and the public.	✓

Note: renumbered from the original listing.

Traffic Enforcement Countermeasure (3A) Action Plan

Educate the police, community leaders, the 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.

Element	Description
Steps for Implementation	1. Review available resources on traffic stop volume and its relation to DUI arrests and impaired-driving fatalities. Gather existing data from the Texas Office of Court Administration (OCA) annual report and the Texas Municipal Courts Education Center (TMCEC) on trends in traffic stops. 2. Correlate traffic stop data to driving while intoxicated (DWI) arrest data from OCA and impaired-driving data from the Fatality Analysis Reporting System. 3. Create a data report based on the existing report from TMCEC. 4. Disperse those data to traffic safety partners and policy makers (including positioning on dyingtodrink.org and the impaired-driving task force). 5. Prepare a presentation of those data, and arrange speakers to convey those data to the Texas Sheriff's Association, Texas Police Chiefs, DPS, Texas Commission on Law Enforcement (TCOLE), safety coalitions, and other police and police leadership groups. Prepare articles for publication in their newsletters, websites, 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.
Participating Organizations	OCA, TMCEC, Texas Sherriff's Association, Texas Police Chiefs, DPS, TCOLE, and city and county agencies
Effectiveness	** to ***
Cost to Implement	$$
Time to Implement	Short
Barriers	• Finding local and state leaders/champions. • Developing partnerships necessary for implementing this countermeasure. • Obtaining sustained and sufficient funding. • Need for police chiefs to support community outreach.

Data-Driven Approach Countermeasure (3B) Action Plan

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

Element	Description
Steps for Implementation	1. Prepare Data-Driven Approaches to Crime and Traffic Safety (DDACTS) training for police leadership organizations. 2. Prepare DDACTS articles for police leadership newsletters, websites, and publications. 3. Make DDACTS training available for cooperating agencies. 4. Present DDACTS information for use in Selective Traffic Enforcement Program (STEP) programs as a best practice, and strongly recommend its inclusion in STEP 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.
Participating Organizations	TxDOT and law enforcement organizations
Effectiveness	** to ***
Cost to Implement	$
Time to Implement	Short to medium
Barriers	• Finding local and state leaders/champions. • Developing partnerships necessary for implementing this countermeasure. • Obtaining sustained and sufficient funding. • Need for police chiefs to support community outreach.

Law Enforcement Training Countermeasure (3C) Action Plan

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).

Element	Description
Steps for Implementation	1. Identify areas with a high volume of impaired crashes, and determine if coalitions are working with law enforcement to address underage-drinking parties and calls for noise violations. For example, examine San Antonio's Social Host Ordinance. 2. Determine whether coalition and law enforcement agencies need and/or desire for controlled party dispersal training and provide training. 3. Identify communities with social host ordinances and coalitions, and document ordinances and standard operating procedures. 4. Identify best practices training and training materials on location components to impaired-driving and underage-drinking enforcement (e.g., San Antonio's standard operating procedures for its ordinance). 5. Disseminate best practices training materials, resources, and publications through dyingtodrink.org, the Impaired Driving Task Force, and police training and leadership organizations.
Participating Organizations	Texans Standing Tall, police and sheriff departments, Mothers against Drunk Driving (MADD), prosecutors, dyingtodrink.org, and other advocacy groups
Effectiveness	* to ***
Cost to Implement	$
Time to Implement	Short
Barriers	• Finding champions to develop the support for adopting an ordinance. • Developing and sustaining the necessary collaboration or coalition to enforce the ordinance. • Obtaining funding to implement and sustain a program.

Sobriety Checkpoints Countermeasure (3D) Action Plan

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.

Element	Description
Steps for Implementation	1. Document practices, results, and acceptance of checkpoints across the nation. 2. Develop a report on the survey results and impaired-driving effectiveness. 3. Convey findings to the Texas Legislature and other public policy makers.
Participating Organizations	Texas Legislature, other public policy makers, lobbyists, and outreach and advocacy organizations
Effectiveness	* to ***
Cost to Implement	$
Time to Implement	Short
Barriers	• Overcoming legal issues. • Public acceptance.

Notes:

1. According to the Centers for Disease Control and Prevention (Intervention Fact Sheets, 2015, https://www.cdc.gov/motorvehiclesafety/calculator/factsheet/checkpoints.html), "In 1990, the U.S. Supreme Court ruled in favor of the constitutionality of sobriety checkpoint; 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.

2. Womack and Johnson of TTI polled Texans in September 2018, (Womack, K.N. and N.A. Johnson. Texas Statewide Traffic Safety Awareness Survey: 2018 Results, Texas A&M Transportation Institute, College Station, Tx., September 2018.). Respondents were asked if they favor or oppose sobriety checkpoints in Texas: 58% were in favor, with 36.4% strongly in favor; 18.4% were opposed; and the remaining 23.6% were neutral.

3. According to the Centers for Disease Control and Prevention (Intervention Fact Sheets, 2015, https://www.cdc.gov/motorvehiclesafety/calculator/factsheet/checkpoints.html), "Nunn and Newby, 2011, examined the effectiveness of 22 sobriety checkpoints implemented over one year at nine checkpoint locations in Indianapolis, Indiana.... Impairment rates…decreased insignificantly in nondowntown locations and increased significantly in downtown areas. Sobriety checkpoints also resulted in a small significant reduction in the number of alcohol-related crashes compared with similar control locations, with differences more pronounced in downtown areas. Finally, a time-series analysis found that the number of impaired collisions in postcheckpoint periods was approximately 19 percent less than in pre-checkpoint periods."

4. There was overall uncertainty about whether this countermeasure should remain in the plan given legislative willingness and other issues.

STRATEGY 4

Improve mobility options for impaired road users.

Countermeasures

Focus	Number	Description	Action Plan
Public education	4A	Educate the public and community leaders on methods for identifying mobility options at the community level in both urban and rural areas.	✓
Local task forces	4B	Create local task forces to identify local actions.	
Trip planning	4C	Promote trip planning, including designated drivers, public transportation, taxis, and alternate transportation service companies.	✓

Public Education Countermeasure (4A) Action Plan

Educate the public and community leaders on methods for identifying mobility options at the community level in both urban and rural areas.

Element	Description
Steps for Implementation	1. Identify and list existing successful options and marketing materials for mobility options for impaired road users (soberrides.org). If none are available, develop materials for marketing. 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).
Participating Organizations	TxDOT, ad agencies, transit associations, transportation network companies, taxi companies, injury prevention professionals, MADD, local and regional safety coalitions, prosecutors, MPOs, law enforcement agencies, DUI task forces, city and county agencies, restaurant associations, TABC, chambers of commerce, and Texas Municipal Courts Education Center
Effectiveness	* to ***
Cost to Implement	$
Time to Implement	Short
Barriers	• Obtaining sufficient and sustained funding. • Availability of current data on options. • Getting cities engaged. • Developing partnerships. • Lack of advertising by providers. • Difficulty finding providers with internet search engines. • Need to provide information beyond "don't drink and drive." • Widespread dissemination of materials and developing effective information dissemination strategies. • Identifying a champion. • Getting participating agencies to follow through with commitments to the effort. • Identifying targeted groups.

Trip Planning Countermeasure (4C) Action Plan

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

Element	Description
Steps for Implementation	1. Consult with transit agencies, community coalitions, school groups, and alternate transportation service companies on methods of increasing availability of sober rides. 2. Invite these 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. Determine target markets (e.g., young persons versus chronic drinkers). 5. Promote trip planning for college students in rural areas through material distribution. 6. Promote trip planning for other targeted groups. 7. Continue to promote soberrides.org and explore the possibility of a statewide smartphone app. 8. Disseminate marketing materials through social media.
Participating Organizations	TxDOT, ad agencies, transit associations, transportation network companies, taxi companies, injury prevention professionals, MADD, local and regional safety coalitions, prosecutors, MPOs, law enforcement agencies, DUI task forces, city and county agencies, restaurant associations, TABC, chambers of commerce, TMCEC, religious organizations, and colleges and universities
Effectiveness	* to ***
Cost to Implement	$ to $$$ (high expense for phone app development)
Time to Implement	Medium
Barriers	• Obtaining sufficient and sustained funding. • Availability of current data on options. • Getting cities engaged. • Developing partnerships. • Lack of advertising by providers. • Difficulty finding providers with internet search engines. • Need to provide information beyond "don't drink and drive." • Widespread dissemination of materials and developing effective information dissemination strategies. • Identifying a champion. • Getting participating agencies to follow through with commitments to the effort. • Identifying targeted groups. • Willingness of transportation providers to transport impaired patrons. • Providing affordable and practical sober rides. • Availability of sober rides in rural areas. • Determining effective messages. • Meeting needs during peak hours (late night).

STRATEGY 5

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

Countermeasures

Focus	Number	Description	Action Plan
Training—DUI detection	5A	Develop training for prosecutors and regular patrol officers on detecting and prosecuting drugged drivers.	
Training—court evidence	5B	Develop joint training for prosecutors and laboratory personnel (forensic toxicologists) to assist in presenting scientific evidence of drug impairment in court.	
Standardized Field Sobriety Testing, Drug Recognition Evaluator training, and roadside drug testing	5C	Continue and increase Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) training, 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.	✓
Resources—DUI identification	5D	Identify methodologies and resources for improving the identification of drugged driving as a contributing factor in impaired-driving crashes.	✓
Lab resources	5E	Secure additional resources for laboratories.	
Roadside testing	5F	Continue to monitor the development of roadside drug testing instruments, and as appropriate, investigate deploying them in the field as an additional tool to detect impaired driving.	

SFST, DRE Training, and Roadside Drug Testing Countermeasure (5C) Action Plan

Continue and increase SFST, ARIDE training, and 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.

Element	Description
Steps for Implementation	This countermeasure has been divided into three individual countermeasures. These countermeasures have implementation steps outlined depending on the objectives the user chooses to implement.
Participating Organizations	Texas Municipal Police Association, Texas DPS, law enforcement agencies, academies and regional academies, University of Houston–Downtown, TxDOT, Texas DPS Troopers Foundation, DPS, National Highway Traffic Safety Administration (NHTSA), Sam Houston State University, Texas Parks and Wildlife, and drug recognition experts
Effectiveness[1]	* to ***
Cost to Implement[1]	$ to $$$
Time to Implement[1]	Short to long
Barriers	• Securing start-up and sustained funding for data analysis, training, travel, and marketing. • Need to continually update and analyze data to identify needs, and to identify the lead organization to analyze data. • Adequacy of county prosecution and court capacity. • Availability of personnel for training, and the impacts of time away from the job and costs of travel. • Availability of SFST-trained officers. • Obtaining buy-in from law enforcement, prosecutors, and courts. • Pushback from parents and homeschool organizations.

[1]Depending on specific countermeasure objectives chosen.

Countermeasure 5c1: Continue and Increase SFST Trainings

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

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

1. Conduct county assessment of SFST trainings to determine areas of the state where gaps in training exist.
2. Reach out to counties with low commitment to SFST training.
3. Work with DPS and county sheriff departments in rural underserved areas to promote SFST training and a multijurisdictional approach to providing training opportunities.
4. Promote SFST training courses to chief of police, sheriff, and constable associations.
5. Promote extension outreach to underserved rural counties to garner interest in SFST training.
6. Work with rural and underserved councils of governments, traffic safety coalitions, and TxDOT traffic safety specialists (TSSs) 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.

1. Market SFST training to areas strongly impacted by high-KAB crashes that are alcohol involved.
2. Conduct KAB ETOH crash analysis to identify areas of the state that have a significant need for SFST training.
3. Work with DPS and county sheriff departments in KAB ETOH-elevated crash areas to promote SFST training.
4. Promote a multijurisdictional approach to providing training opportunities in KAB ETOH-elevated crash areas.
5. Promote extension outreach to KAB ETOH-elevated crash counties to garner interest in SFST training.
6. Work with councils 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 support the state's effort to conduct more SFST trainings.

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

officers attending the SFST training course. This incentivizes agencies to send officers to training due to agency cost savings.
- 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.

1. Conduct county assessment of SFST trainings to determine counties with SFST instructors eligible to train SFST courses.
2. Identify SFST instructors, and reach out to them to perform more courses.
3. Work with DPS and county sheriff departments in rural underserved areas to promote SFST training and a multijurisdictional approach to providing training opportunities.
4. Promote outreach to counties that have no SFST instructors to garner interest in training.
5. Work with rural and underserved councils of governments, the Texas Municipal Police Association (TMPA), DPS, and TxDOT TSSs to promote SFST instructor training opportunities.
   Notes:
   - There is a significant need to identify and market the importance of SFST training to law enforcement agency administrators.
   - Explain the importance of SFST training and its impact on supporting blood and breath evidence.
6. Use SFST training courses to promote SFST instructor, ARIDE, and DRE training courses.
7. Promote SFST refresher training to law enforcement academies that 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 the demands of learning other material.

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

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

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

1. Assess the 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) impact the ability of officers to self-initiate (proactive policing) impaired-driving enforcement activity.
2. Identify DWI enforcement as a priority service element that reinforces the need for SFST training.
3. Prioritize wet lab (alcohol workshops) immersion training opportunities as opposed to the video lab.
   Note: There is a significant need to require the wet lab (alcohol workshops) to help demonstrate

to students evidence of impairment associated with the SFST test battery and so that they may experience impairment associated with testing methods.

4. Allow liquor purchase for wet labs as a justified grant expense.
   Note: Currently, agencies pay for alcohol for wet labs and cannot 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 5c2: Continue and Increase ARIDE Trainings

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

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

1. Conduct county assessment of ARIDE trainings to determine areas of the state where gaps in training exist.
2. Reach out to counties with low commitment to ARIDE training.
3. Work with DPS, Texas Parks and Wildlife, and county sheriff departments in rural underserved areas to promote ARIDE training and a multijurisdictional approach to providing training opportunities.
   Note: A multijurisdictional approach includes teaming with other law enforcement agencies in the region to pull resources to host and conduct ARIDE training courses.
4. Promote ARIDE training courses to chief of police, sheriff, and constable associations.
5. Promote extension outreach to underserved rural counties to garner interest in ARIDE training.
6. Work with rural and underserved councils of governments, traffic safety coalitions, and TxDOT TSSs to promote ARIDE training opportunities.

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

1. Market ARIDE training to areas strongly impacted by a high volume of KAB crashes that are alcohol and drug involved.
2. Conduct KAB ETOH and other drug crash analysis to identify areas of the state that have a significant need for ARIDE training.
3. Work with DPS and county sheriff departments in KAB ETOH and other drug-elevated crash areas to promote ARIDE training.
4. Promote a multijurisdictional approach to providing training opportunities in KAB ETOH and other drug-elevated crash areas.
5. Promote extension outreach to KAB ETOH and other drug-elevated crash counties to garner interest in ARIDE training.
6. Work with councils 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 support the state's effort for conducting more ARIDE trainings.

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

4. Redirect federal grant dollars from underrun projects to a fund specifically for increasing ARIDE training opportunities.
   Notes:
   - Since underrun dollars roll over to TxDOT for three years, reallocate the overrun funds to support increasing ARIDE trainings.
   - Using the reallocation of underrun dollars can help to offset the cost of attending an ARIDE course. Use the financial surplus to cover agency costs such as travel, lodging, and meals for officers attending the ARIDE training course. This incentivizes agencies to send officers 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.

1. Conduct county assessment of ARIDE trainings to determine counties with ARIDE instructors eligible to train ARIDE courses.
2. 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 the candidate can pass an SFST proficiency examination in the presence of an SFST or ARIDE instructor.
3. Identify ARIDE instructors and solicit them to perform more courses.
   Note: ARIDE instructors may not be delinquent in their Drug Evaluation and Classification (DEC) recertification status and must have completed a DEC instructor training course.
4. Work with DPS, Texas Parks and Wildlife, and county sheriff departments in rural underserved areas to promote ARIDE training and a multijurisdictional approach to providing training opportunities.
5. Promote outreach to counties that have no ARIDE instructors to garner interest in training.
6. Work with rural and underserved councils of governments, Sam Houston State University, DPS, and TxDOT TSSs to promote ARIDE instructor training opportunities.
   Notes:
   - There is a significant need to identify and market the importance of ARIDE training to law enforcement agency administrators.
   - Explain the importance of ARIDE training and its impact on supporting blood and breath evidence.
7. Use ARIDE training courses to promote DEC and SFST training courses.
8. Promote SFST refresher training to law enforcement agencies that conduct ARIDE practitioner training.

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

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

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

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

Countermeasure 5c3: Continue and Increase DRE Trainings, DRE Recertifications, and DRE Instructors

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

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

1. Identify underserved counties to market DRE courses.
2. Use lead organizations to market DRE courses to identified underserved county law enforcement agencies/regional academies.
3. Promote DRE training course to chief of police, sheriff, and constable associations.
4. Work with rural and underserved councils of governments, traffic safety coalitions, and TxDOT TSSs to promote DRE courses to local law enforcement agencies.

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

1. Market DRE training to areas strongly impacted by high-volume KAB crashes that are drug involved.
2. Conduct KAB ETOH crash analysis to identify areas of the state that have a significant need for DRE training.
3. Work with DPS and county sheriff departments in KAB ETOH-elevated crash areas to promote DRE training.
4. Promote extension outreach to KAB ETOH-elevated crash counties to garner interest in DRE training.
5. Work with councils 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 support the state's effort for conducting more DRE trainings.

1. Lower match requirements from NHTSA from 20% in order to dedicate more of the federal dollars to increase the number of DRE trainings.
2. Increase opportunities for allowable match dollars to be met faster for the NHTSA minimums to participate in DRE grant opportunities.
   Note: This would allow the match percentage to be met more easily so that federal dollar amounts could be accessed faster.
3. Redirect federal grant dollars from underrun projects to a fund specifically for increasing DRE training opportunities.
   Notes:
   - Since underrun dollars roll over to TxDOT for three years, reallocate the overrun funds to support increasing DRE trainings.
   - Using the reallocation of underrun dollars can help to offset the cost of attending DRE courses. Use the financial surplus to cover agency costs such as travel, lodging, and meals for officers attending the DRE training course. This incentivizes agencies to send officers to training due to agency cost savings.
   - Reallocation of underrun dollars could be used as an incentive for STEP agencies to send officers to DRE trainings.

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

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

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

1. Assess the 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) impact the ability of officers to self-initiate (proactive policing) impaired-driving enforcement activity.
2. Identify DWI enforcement as a priority service element that reinforces the need for DRE training.
3. Prioritize wet lab (alcohol workshops) immersion training opportunities as opposed to the video lab.
   Note: There is a significant need to require the wet lab (alcohol workshops) to help demonstrate to students evidence of impairment associated with the DRE test battery and so that they may experience impairment associated with testing methods.
4. Allow liquor purchase for wet labs as a justified grant expense.
   Note: Currently, agencies are paying for alcohol for wet labs and cannot 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 DRE training courses and wet labs.

Resources—DUI Identification Countermeasure (5D) Action Plan

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

Element	Description
Steps for Implementation	This countermeasure has been divided into seven individual countermeasures. These countermeasures have implementation steps outlined depending on the objectives the user chooses to implement.
Participating Organizations	TxDOT, Sam Houston State University, DPS, TTI, law enforcement training organizations, Texans Standing Tall, Department of State Health Services, Texas District and County Attorneys Association, and traffic safety resource prosecutor
Effectiveness[1]	* to ***
Cost to Implement[1]	$ to $$$
Time to Implement[1]	Short to long
Barriers	• Securing start-up and sustained funding to change procedures, perform evidence analysis, and train personnel. • Resistance to changing the standard crash report form and related documents and training. • Determining methods to evaluate ARIDE and DEC. • Changing CRIS business rules. • Continuing need to orient personnel and legislators. • Challenges related to blood evidence collection and analysis. • Potential freedom-of-information requests.

[1]Depending on specific countermeasure objectives chosen.

Countermeasure 5d1: 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 DEC in the field.
2. Identify ways to improve the documentation of ARIDE and DEC 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.

1. Compare the existing crash report to the data judged as most effective, and identify the gaps.
2. Revise the crash report to reflect the data elements that best inform the likelihood of drug-impaired driving.
3. Allow stakeholders to review the revised crash report and provide feedback.
4. Make the 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 the 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.

Countermeasure 5d2: Use 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 the 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. Allow stakeholders to 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 on 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.

Countermeasure 5d3: 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 the 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 the 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 staff.
3. Develop presentation materials for use in communications with legislators and their staff.
4. Distribute materials to legislators, staff, and other stakeholders who will 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.

1. Based on the analysis, develop an outline for 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.
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.

Countermeasure 5d4: Optimize Resources Available in the Gathering and Processing of Evidence Related to Drug-Impaired Driving

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

1. Identify the number 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 the impact by collecting data over a designated period.

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 for a law enforcement phlebotomist program.
3. Gather stakeholder input related to the draft procedures and processes.
4. Summarize the proposed procedures/process, return on investment, and stakeholder input.
5. Submit the final summary to an advisory group (senior law enforcement, prosecutors, attorneys 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 for a jailor phlebotomist program.
3. Gather stakeholder input related to the draft procedures and processes.
4. Summarize the proposed procedures/process, return on investment, and stakeholder input.
5. Submit the final summary to an advisory group (senior jail administrators, enforcement, prosecutors, attorneys general, and/or judges) for review and recommended actions.

Countermeasure 5d5: Assess Law Enforcement Resources (Number 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 access if prosecutors have received adequate resources relating to drug-impaired driving.

1. Coordinate with the Texas District and County Attorneys Association's DWI Prosecutor Task Force to identify existing and needed resources.
2. Determine barriers to prosecutors 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 Texas District and County Attorneys Association's DWI Prosecutor Task Force to get DRE and ARIDE resources into existing and new training, publications, and online resources.

Countermeasure 5d6: Use the SFST, ARIDE, and DRE Tracking System to Identify Common Factors Associated with Impaired Driving

1. Review similar tracking systems in other states.
2. Compare the characteristics of other systems to the policies 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 investment of a tracking system for Texas.

Countermeasure 5d7: Determine Whether the Drug Testing Equipment Is Accessible and Robust Enough to Quantify Blood Drug 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.