

## APPENDIX A. TEXAS IMPAIRED DRIVING PROGRAM INTERNAL ASSESSMENT MATRIX

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

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| 2015                  | <b>Create and convene a Governor’s Executive Committee of the Impaired Driving Task Force chaired by a Texas Department of Transportation Commissioner (appointed by the Governor) with a membership consisting of the Attorney General, six State Senate members (appointed by the Lt. Governor), and six House members (appointed by the Speaker of the House) meeting in even numbered years to discuss legislative recommendations provided by the full administrative support from the Traffic Operations Division-Traffic Safety Section (TRF-TS)</b> | In Progress                   | The Statewide Impaired Driving Task Force has drafted and submitted a support letter for the establishment of the Governor’s Executive Committee to the Texas Transportation Commissioner. The Task Force is awaiting word back from the Commissioner regarding the status of this action item. |
| B. Strategic Planning |   |                               |   |
| 2010                  | <b>Undertake the state’s strategic planning process in a holistic, coordinated and comprehensive manner</b>   | Complete and Ongoing          | The strategic planning process is coordinated by TxDOT for the entire Traffic Safety Program and includes a diverse set of stakeholders from state and local levels.  |
| 2010                  | Implement remaining recommendations from the 2007 Traffic Records Assessment  | In Progress                   | The Traffic Records Working Group meets separately, but has involved representation from the Impaired Driving Task Force.   |
| 2015                  | <b>Develop and fund a driving under the influence/driving while intoxicated (DUI/DWI) tracking system that would link Texas criminal justice agencies databases in order to create a network containing offenders criminal history, arrests, warrants, photographs, and fingerprints, to ensure access to offenders previous and/or current DUI/DWI history</b>   | Not Being Addressed Currently | In TxDOT’s FY 2017 RFP, a call was made for proposals to undertake a feasibility study for a DUI/DWI tracking system. The Texas Impaired Driving Task Force is waiting to hear back from TxDOT with regard to movement on this action item.   |
| C. Program Management |   |                               |   |
| 2010                  | Conduct training on the eGrant system for the new Traffic Safety Specialists who have recently transferred or been hired as part of the Texas Traffic Safety Section (TRF-TS).  | Complete and Ongoing          | Training is ongoing and online help is available on an as needed basis. TxDOT Traffic Safety Personnel participate in the training with Sub-grantees to maximize communication.   |
| 2010                  | Conduct program evaluation in addition to an administrative evaluation of the Impaired Driving Program area   | Complete and Ongoing          | Targeted evaluations continue and an evaluation component has been implemented as appropriate on selected projects.   |

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

| Year                           | Recommendation  | Status   | Comments/References  |
|--------------------------------|---|--|--|
| 2015                           | Support initiatives that will encourage the Governor and legislature to enact legislation that increases driving while intoxicated fines to generate funding for the impaired driving program | Not Being Addressed Currently<br><br>Requires Legislative Action | This action would require legislation to be passed. Program partners are unable to pursue, promote, or lobby legislative activity at any level.  |
| II. Prevention                 |   |  |  |
| A. Responsible Alcohol Service |   |  |  |
| 2010<br>2015                   | <b>Enact a \$ .10 per drink excise tax increase and dedicate a portion of new revenues to alcohol abuse and impaired driving prevention and treatment</b>                                     | Not Being Addressed Currently<br><br>Requires Legislative Action | While use of fees to support project self-sufficiency is a priority for program partners, there is concern that taxes, fees, and charges will have opposition. The excise tax is not calculated according to a % of the price of the alcohol but rather by the gallon. The dime a drink is used by partners to simplify the discussion of the strategy. There is no discussion of changing the methodology of the tax but to raise the tax per gallon. In 2015, Texans Standing Tall created a report entitled “The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas.” |
| 2015                           | Implement high visibility underage drinking enforcement, including party patrols and compliance checks, supported by media campaigns  | Complete and Ongoing   | TxDOT and the traffic safety partners address underage drinking enforcement through different projects that address the problem through alcohol retail stings, media campaigns, and high visibility enforcement projects.  |

| Year                        | Recommendation   | Status  | Comments/References  |
|-----------------------------|--|---|--|
| 2015                        | Enact a strict social host liability statute holding all individuals liable for damages resulting from over service of alcohol to guests | Complete and Ongoing<br><br>Requires Legislative Action | Texas Alcoholic Beverage Code regulates this issue which allows the State or private citizen to hold accountable those individuals or establishments that overserve alcohol to individual guests or patrons. Administrative and Criminal actions can be levied against individual servers or an establishment that over sells or over serves. There is an area of growth where strengthening the laws for social hosting at the private level where individuals over the age of 21 are consuming. Making alcohol available to a minor is covered under present legislative mandates. |
| B. Community Based Programs |  |   |  |
| 1. Schools                  |  |   |  |
| 2010                        | Replicate <i>Shattered Dreams</i> and other prevention strategies in schools throughout Texas  | Complete and Ongoing                                    | Shattered Dreams and similar programs are available in most parts of the State. Currently, individual schools or districts must fund the implementation of Shattered Dreams in local areas.  |
| 2010                        | Establish a college alcohol abuse/impaired driving prevention consortium   | Complete and Ongoing                                    | Programs, education, and awareness efforts such as peer to peer and social norm change are implemented in colleges and universities statewide.   |
| 2010<br>2015                | Provide schools with current, Texas specific impaired driving information for inclusion in health and other curricula                    | Complete and Ongoing                                    | TxDOT traffic safety partners provide a variety of impaired driving information and educational programs at secondary schools statewide. Much of this effort is led by Texas Education Agency through TxDOT sponsored and other non-sponsored projects.<br><br>The Education Subcommittee of the Impaired Driving Task Force actively works toward the ongoing effort of providing schools with current and accurate information. The Subcommittee is currently developing a resource booklet on Evidence-Based Programs for Alcohol Awareness that will be distributed to schools.  |

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

| Year                                  | Recommendation  | Status                        | Comments/References   |
|---------------------------------------|---|-------------------------------|---|
| 2010                                  | Provide funding to sustain community coalitions developed under the Strategic Prevention Framework-State Incentive Grant (SPF-SIG)  | Completed and Ongoing         | TxDOT continues to provide funding and support for multiple community traffic safety coalitions at the state and district level. These coalitions stand as individual efforts or part of a larger traffic safety grant project.   |
| 2015                                  | Conduct an assessment of community based coalitions that address alcohol and substance use to determine the extent and nature of impaired driving prevention strategies and areas for potential collaboration with the traffic safety community | Not Being Addressed Currently | The Texas Impaired Driving Task Force has discussed moving on this action item. This undertaking may better be achieved through a grant proposal that a member organization pursues. Several organizations have submitted proposals to TxDOT for FY17 to meet this recommendation.  |
| 2015                                  | Coordinate highway safety plans and programs with substance abuse prevention plans and programs   | Not Being Addressed Currently | The Texas Impaired Driving Task Force has discussed moving on this action item. The effort will be undertaken in the near future.   |
| <b>4. Transportation Alternatives</b> |   |                               |   |
| 2010                                  | Continue to develop public/private partnerships designed to promote alternative methods of transportation   | Complete and Ongoing          | TxDOT and program partners have stressed designated driver programs and alternative transportation options as an acceptable substitute to driving after drinking especially in conjunction with holiday periods and special events. The option of utilizing companies such as Uber and Lyft to provide safe ride homes for impaired drivers are being discussed and researched. |
| 2010<br>2015                          | Ensure that all designated driver programs stress “no use of alcohol” messages for the designated driver  | Complete and Ongoing          | TxDOT and program partners promote this message through PI&E messaging through a wide variety of program media campaigns and blitz efforts. These efforts will continue as a foundation for promoting a no use policy for the designated driver.  |
| 2015                                  | Ensure alternative transportation programs do not encourage or enable excessive drinking  | Complete and Ongoing          | TxDOT and program partners promote this message through PI&E messaging through a wide variety of program media campaigns and blitz efforts.   |
| 2010<br>2015                          | Ensure that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals and do not unintentionally promote over-consumption   | Complete and Ongoing          | TxDOT and program partners promote this message through PI&E messaging through a wide variety of program media campaigns and blitz efforts.   |
| <b>III. Criminal Justice System</b>   |   |                               |   |
| <b>A. Laws</b>                        |   |                               |   |

| Year         | Recommendation   | Status   | Comments/References  |
|--------------|--|--|--|
| 2010         | <b>Strengthen Administrative License Revocation to allow the process to immediately remove impaired drivers from the road.</b>   | Requires Legislative Action                                      | Presently, the license is removed from the impaired driver upon arrest. However, a temporary permit is issued and the option of obtaining an occupational license to drive is a reality. Drivers also choose to operate without a valid license.   |
| 2010<br>2015 | <b>Enact reasonable constitutional guidelines through one or more politically accountable governing bodies regarding driving while intoxicated (DWI)/ sobriety checkpoints</b>   | Requires Legislative Action                                      | Bills relating to sobriety check points have been introduced to the legislature during the last several sessions without success.<br><br>Texas has taken an alternative approach to address the problem of impaired driving with no refusal programs in multiple counties throughout the state.  |
| 2015         | Utilize driver license checkpoints, pursuant to Texas Transportation Code 521.025, to monitor compliance with motor vehicle statutes related to safe operation on Texas streets and highways in the absence of legislation authorizing sobriety checkpoints      | Not Being Addressed Currently<br><br>Requires Legislative Action | At present, impaired driving checkpoints are not supported and as such using a license checkpoint to pretext for impaired driving is not legal nor is it ethical.<br><br>In order for impaired driving checkpoints to take place there must be legislation that supports the effort.   |
| 2015         | <b>Codify driving while intoxicated (DWI) deferral, diversion, and pretrial intervention programs so as to provide uniform statewide guidelines, requirements, and procedure that regulate the implementation, operation, and applicability of such programs</b> | Not Being Addressed Currently                                    | TxDOT, TDCAA and program partners are exploring how these programs impact impaired driving and examining processes being used to better understand the practice as a countermeasure. Standards and policy for driving the practice are being explored however, there does not appear to be a clear path toward standardizing the practice yet.<br><br>Standardizing a set of procedures could require legislative action to coordinate and mandate specificity of purpose. |



| Year           | Recommendation   | Status                        | Comments/References   |
|----------------|--|-------------------------------|---|
| 2015           | <b>Enact a statute that establishes a uniform statewide driving while intoxicated case tracking system in which all DWI charges are required to be charge on specifically numbered uniform traffic citations, the disposition of which must be reported to a central record keeping system regardless of whether the offense is refiled as an information, indictment, or results in a dismissal, deferral, diversion, amendment, or reduction of the original citation to a non-alcohol related offense</b> | Not Being Addressed Currently | In TxDOTs FY 2017 request for proposals, a call was made for a feasibility study for a DUI/DWI tracking system.   |
| B. Enforcement |  |                               |   |
| 2010           | Expand development and deployment of LEADERS   | Complete and Ongoing          | Texas is in the process of expanding the LEADERS program.   |
| 2015           | Expand development and deployment of the driving under the influence (DUI) report writing programs to reduce processing time   | Complete and Ongoing          | As part of the LEADERS expansion, the program will continue to focus on report writing process.   |
| 2010<br>2015   | Enact a statute that allows well planned and fairly executed sobriety checkpoints  | Requires Legislative Action   | Bills relating to sobriety check points have been introduced to the legislature during the last several sessions without success.<br><br>Texas has taken an alternative approach to address the problem of impaired driving with no refusal programs in multiple counties throughout the state. |
| 2010<br>2015   | Continue Standardized Field Sobriety Tests (SFST) refresher training programs for patrol officers  | Complete and Ongoing          | The statewide effort for SFST update training is continued through a TxDOT grant.   |
| 2010<br>2015   | Expand utilization of Drug Recognition Expert (DRE) officers in driving while intoxicated (DWI) mobilizations and fatal collision investigations   | Complete and Ongoing          | DREs are incorporated into mobilizations, no refusal enforcement activities, and fatal crash investigations (when available).   |

| Year         | Recommendation  | Status                        | Comments/References  |
|--------------|---|-------------------------------|--|
| 2010<br>2015 | Increase the use of Texas Alcoholic Beverage Commission agents in Selective Traffic Enforcement Program activities  | Not Being Addressed Currently | TxDOT sponsors many STEP enforcement projects that address impaired driving. TABC is not one of the agencies that participate in STEP activities as a sub-grantee.<br>Growth in this area could allow for TABC to provide assistance in licensed premises investigations when serious injury crashes are investigated as part of a local police STEP grant or for individual or ride along support for STEP activities.<br>TABC has increased the number of undercover operations that are funded through TxDOT grants (which include minor sting and over-service operations)<br>There could be better coordination between TxDOT and TABC to communicate which communities receive STEP funding, enabling TABC to use the information for coordinating their operations. |
| 2015         | Continue regular Advance Roadside Impaired Driving Enforcement (ARIDE) training classes that incorporate a refresher of the SFST and Introduction to Drugs that Impair Driving.                       | Complete and Ongoing          | The statewide effort for ARIDE and SFST update training inclusion is provided through training in the TxDOT grant.   |
| 2015         | Conduct additional Drug Recognition Expert (DRE) training classes to achieve and maintain an adequate contingent of DREs statewide  | Complete and Ongoing          | The statewide effort for DRE training is provided through a training grant supported by TxDOT.   |
| 2015         | <b>Expand statewide partners for DRE training through regional training teams</b>   | Complete and Ongoing          | TxDOT's program partner continues to expand the DRE program and its partnership with other criminal justice constituents by using DRE regional coordinators to provide assistance and information.   |
| 2015         | Update Drug Recognition Expert (DRE) protocols to require a copy of the face sheet be provided with the blood sample submitted for testing  | Complete and Ongoing          | The Drug Evaluation and Classification Program Coordinator currently works with TxDPS to remind all the DREs to submit face sheets.  |
| 2015         | Provide regular, ongoing, training for prosecutors and members of the judiciary on the principles, effectiveness, and accuracy of SFSTs, the DRE program, and approved breath testing instrumentation | Complete and Ongoing          | Training and seminars are being conducted through TxDOT at the local district and statewide levels.  |

| Year           | Recommendation  | Status                               | Comments/References   |
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| 2015           | Enact a statute establishing per se levels for controlled substances  | Requires Legislative Action          | There are efforts being performed that are examining the potential of establishing per se limits for controlled substances.   |
| 2015           | Provide training to law enforcement officers to enable them to properly enforce the Texas ignition interlock device statute   | Not Being Addressed Currently        | Training grant proposals have been submitted to TxDOT to address this gap.  |
| C. Prosecution |   |                                      |   |
| 2010           | <b>Hold a listening session for all elected prosecutors in the state to identify what strategies and resources they need to improve their prosecution of impaired driving.</b>  | Complete                             | This action was completed as part of the FY 13 project administered by the Texas District and County Attorneys Association (TDCAA). A meeting was held at the elected prosecutor's conference in December 2013 to discuss this.   |
| 2015           | Review the organization, operation, and budget of the Office of the Traffic Safety Resource Prosecutor (TSRP) to determine if additional TSRPs should be funded for purposes including on-site assistance to prosecutors, particularly in rural jurisdictions, in the trial of complex DWI felonies and assistance in argument of motions with significant statewide implications | Complete and Ongoing                 | There is area for growth in this area for preparation and assistance at trial.<br>TDCAA and TxDOT provide ongoing internal and external assessment with regard to potential for expanding the TSRP program and staff.<br><br>TDCAA provides ongoing technical assistance through e-mail and outreach to prosecutor offices, law enforcement officers, and other traffic safety professionals. |
| 2015           | Encourage prosecutors and county attorneys to request judges not to permit DWI pleas for jail time in lieu of probation and to urge judges to place convicted DWI defendants on probation with supervision requirements of undergoing drug/alcohol assessment and treatment where indicated   | Completed (Jurisdictional Condition) | This is currently performed on a case by case basis by prosecutors who can request more punitive sanctions upon conviction. Attorney discretion should be strongly considered, but it should be recognized that acceptable plea bargains depend upon the culture of the community.  |
| 2015           | Convene a meeting of the prosecutors and county attorneys to develop and recommend specific uniform statewide guidelines, standards, and requirements for the operation of DWI Pre-Trial Intervention programs  | In Progress                          | TDCAA program partners are working with their internal task force and state attorney's offices with regard to standards for pre-trial diversion programs.   |
| 2015           | Adopt statutory guidelines for the operations of pre-trial deferral, diversion, and intervention programs   | Requires Legislative Action          |   |

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

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

| Year   | Recommendation  | Status                        | Comments/References  |
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| 2015   | Encourage judges to not permit DWI defendants to avoid probation were the best interest of the defendant and the public would be served by requiring the defendant to be supervised to complete assessment for alcohol and/or drug addiction and possible referral for treatment. | Jurisdictional Determination  | There is currently education related to appropriate sentencing, but it is left up to the individual judge to determine appropriate sentencing.   |
| 2015   | Monitor pending caseloads in those jurisdictions in which there are delays exceeding 24-months in the disposition of DWI cases  | Completed and Ongoing         | Program partners-MADD participates in the take the wheel program which provides training for court monitoring and assessment of trial outcomes. Participants monitor court cases in multiple jurisdictions around the state. (Smith, Gregg, El Paso, Bexar, Harris, Montgomery, Travis, Dallas, Cameron, and Hidalgo Counties)   |
| 2015   | <b>Enact a driving while intoxicated (DWI)/Drug Court judges, upon motion from the prosecutor, reward those who successfully complete a DWI/Drug court program of one year or longer in duration, by waiving surcharges/fines</b>   | Requires Legislative Action   | Presently the Department of Public Safety is responsible for surcharge program which is part of the Driver Responsibility Program. Surcharges are administered post-conviction and sanctions are mandated under Chapter 708 Transportation Code. To enact this recommendation legislative action would have to be taken to amend the Transportation Code. The judge has the ability to waive surcharges if finding of indigence. |
| E. Administrative Sanctions and Drivers Licensing Programs |   |                               |  |
| 1. Administrative License Revocation and Vehicle Sanctions |   |                               |  |
| 2010   | <b>Commission an assessment of ALR in Texas to establish best practices and identify the most effective design and focus on ways to optimize interactions between administrative and criminal proceedings.</b>  | Completed                     | TTI completed an assessment of the ALR process in Texas during FY 12. A copy of the final report was provided to TxDOT.  |
| 2010   | Establish a forum for regular communication between the judiciary and administrative adjudicators of impaired driving proceedings   | Completed and Ongoing         | Training and communication has begun between these entities through projects managed by one or more of the judicial program partners.  |
| 2015   | Ensure that ignition interlock monitoring is effective and that information about violations has some impact on the non-compliant user  | Not Being Addressed Currently | Traffic safety grant applications have been made to TxDOT for consideration of funding.  |

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| 2015                                | Notify and/or train law enforcement officers about the ignition interlock program and license so that they are able to recognize and interlock-restricted license and take appropriate action for non-compliance  | Not Being Addressed Currently | Traffic Safety grant applications have been made to TxDOT for consideration of funding.  |
| 2015                                | Resolve the continued concern about the administrative hearings negative impact on criminal cases based on a study the interaction administrative and criminal proceedings  | Not Being Addressed Currently |  |
| 2015                                | Conduct a study of the effect of the Responsible Driver Act surcharge on subsequent compliance and re-licensure of drivers to determine if alternative source of revenue should be sought                         | Not Being Addressed Currently |  |
| 2015                                | Provide accountability for the ignition interlock program by specifying in law or policy to whom responsibility for review of driver behavior and sanction of non-compliance belongs                              | Requires Legislative Action   | Compliance should fall to the court who ordered the ignition interlock. Notification of the court should come from Community Supervision Personnel responsible for the oversight of the convicted violator in cases where ignition interlock was a condition of supervision. |
| 2015                                | Enact a law that allows vehicle sanctions to be used for DWI convictions  | Requires Legislative Action   |  |
| <b>2. Driver Licensing Programs</b> |   |                               |  |
| 2010                                | Provide information regularly to minor drivers and law enforcement regarding the provisions of Graduated Driver Licensing, as awareness has definitely been shown to drive down the crash rates of this age group | Complete and Ongoing          | Informational materials are distributed to driver education school owners online. The list of school owners is maintained by the Texas Education Agency. Additionally, workshops are provided by Education Service Center 6 and 13.  |
| <b>IV. Communications Programs</b>  |   |                               |  |
| 2010                                | Continue to coordinate messages related to impaired driving campaigns with national campaigns to ensure a consistent message is delivered   | Complete and Ongoing          | Careful attention is given to providing and maintain a consistent message regarding impaired driving.  |
| 2010                                | Expand the use of awareness surveys to measure the effectiveness of the media campaign  | Complete and Ongoing          | Currently using this approach on media campaigns as well as program/project evaluations.   |
| 2010                                | Expand the use of the TxDOT website to promote impaired driving related PI&E materials  | Complete and Ongoing          | TxDOT and their media contractors work diligently with sub-grantees to disseminate the information and make media easily accessible/usable.  |

| Year   | Recommendation   | Status                        | Comments/References  |
|--|--|-------------------------------|--|
| 2015   | Develop a communications plan that includes a well thought out plan to deliver life-saving highway safety messages to the intended audiences and traffic safety partners | Complete and Ongoing          | TxDOT impaired driving programs utilize a wide mix of media campaigns and media blitz in association with focused mobilization efforts. State strategic highway safety plan, state highway safety plan, and ongoing PI& E campaigns promote lifesaving safety messages to the motoring public and safety partners. |
| 2015   | <b>Evaluate the highway safety office marketing to ensure its messages are reaching target audiences</b>   | Complete and Ongoing          | TxDOT audits the statewide marketing effort as well as associated campaigns and marketing that is encompassed in program projects.   |
| V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation |  |                               |  |
| A. Screening and Assessment  |  |                               |  |
| 1. Criminal Justice System   |  |                               |  |
| 2010   | Require, develop and implement a program of screening and assessment for all DWI offenders prior to sentencing   | Not Being Addressed Currently |  |
| 2010   | Provide results of screening and assessment and treatment recommendations to courts for consideration in sentencing of DWI offenders                                     | Not Being Addressed Currently |  |
| 2010   | <b>Require completion of appropriate treatment, as determined by standardized screening and assessment as a condition of relicensing</b>                                 | Not Being Addressed Currently | Current re-licensing is based only as a function of time elapsed. Individuals do not need to complete a screening or assessment to regain their license.   |
| 2015   | Develop and implement a DWI tracking system  | Not Being Addressed Currently | In TxDOT FY 2017 RFP, a call for proposals was solicited to undertake a feasibility study to explore the states readiness to create a DWI tracking system. However, the process of creating a tracking system is not yet being currently addressed at the state level other than consideration.                    |
| 2015   | Require the use of uniform and standardized screening protocols in community supervision (probation)   | Not Being Addressed Currently | Legislative action would more than likely be needed to regulate methods for uniform and standardized screening protocols with input from Community Supervision leadership to ensure there is no adverse impact on their ability to perform their functional role.  |



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

| Year                                   | Recommendation  | Status                        | Comments/References   |
|--|---|-------------------------------|---|
| 2010<br>2015                           | Expand the availability of DWI courts in Texas  | Complete and Ongoing          | <p>Program Partners in the Bexar County Commissioners Court are performing DWI court programs. The Texas Center for the Judiciary provides training for new and continued education for existing DWI courts.</p> <p>There is room for growth in this area specifically for creating drug courts and for establishing additional DWI and Drug courts at the statewide level. As part of sanctioning drug and alcohol treatment opportunities are being explored.</p> |
| 2015                                   | Require the use of uniform and standardized screening protocols in all DWI education programs   | Not Being Addressed Currently | Legislative action would more than likely be needed to regulate methods for uniform and standardized screening protocols with input from TEA leadership to ensure there is no adverse impact on their ability to perform their functional role.   |
| <b>VI. Program Evaluation and Data</b> |   |                               |   |
| <b>A. Evaluation</b>                   |   |                               |   |
| 2010                                   | Evaluate the success of impaired driving countermeasures being used in the state  | Complete and Ongoing          | Evaluations are currently being performed on countermeasures deployed at the local district and statewide levels. Evaluation comes from TxDOT and program partners and within the impaired driving projects that have been implemented.   |
| 2015                                   | Include in the electronic crash system as list of appropriate factors which contributed to the crash from which the officers can select, to include a means of designating which factor was the primary one | Complete and Ongoing          | The Crash Records Information System Database with TxDOT has primary factor assignment designation. Designation of primary factor is defined in the crash reporting instruction manual (CR-100) Section 4.6.1.2.  |

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

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