



TEXAS

Impaired Driving Strategic Plan

DEVELOPED AND APPROVED BY THE TEXAS IMPAIRED DRIVING TASK FORCE



Project Coordinating Agency

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This plan was developed and approved by the Texas Impaired Driving Task Force.



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July 23, 2026

To Whom It May Concern:

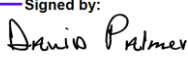
On behalf of the Texas Department of Transportation (TxDOT) and the Texas Impaired Driving Task Force (TxIDTF), I am pleased to submit the FY 2026 Texas Impaired Driving Strategic Plan. This plan reflects the collaborative efforts of Texas traffic safety partners and demonstrates our commitment to accountability, strategic alignment, and continuous improvement in addressing impaired driving across the state.

The FY 2026 Strategic Plan highlights the substantial progress Texas has made through coordinated prevention, enforcement, adjudication, treatment, communications, and data initiatives. Through the work of the TxIDTF and its partners, Texas continues to strengthen statewide collaboration, expand evidence-based countermeasures, improve data-informed decision-making, enhance criminal justice system coordination, and invest in programs designed to reduce impaired driving fatalities and injuries. The plan also documents ongoing efforts to improve resource deployment, support innovative projects, and maintain a comprehensive statewide approach to impaired driving prevention.

A significant accomplishment reflected in this plan is Texas' response to the National Highway Traffic Safety Administration Impaired Driving Program Technical Assessment conducted in February 2026. The TxIDTF has reviewed the assessment findings, established implementation priorities, assigned accountability for recommendations, and begun tracking progress across all program areas. This work demonstrates Texas' commitment to strengthening its impaired driving program while maintaining alignment with national best practices and evidence-based strategies.

While impaired driving remains a serious challenge, Texas remains committed to reducing fatalities and serious injuries through strong partnerships, innovation, and sustained stakeholder engagement. The FY 2026 Texas Impaired Driving Strategic Plan provides a roadmap for continued progress and a framework for achieving safer roadways for all Texans.

Sincerely,

Signed by:

0AECB2D63F474F7...

David Palmer
Director, Behavioral Traffic Safety Section
Traffic Safety Division
Texas Department of Transportation

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LIST OF AGENCY/ORGANIZATION ACRONYMS

AAA Texas—American Automobile Association Texas

CADES—Center for Alcohol and Drug Education Studies

CSCD—Community Supervision Corrections Department, also known as probation

DSHS—Department of State Health Services

ESC—Education Service Center—Region 6

FACTS—Families Acting for Community Traffic Safety

FCCLA—Family, Career and Community Leaders of America

GHSA—Governors Highway Safety Association

IACP—International Association of Chiefs of Police

LEADRS—Law Enforcement Advanced DUI/DWI Reporting System

MADD—Mothers Against Drunk Driving

NHTSA—National Highway Traffic Safety Administration

NSC—National Safety Council

OCA—Office of Court Administration

SCAC—Specialty Court Advisory Council

SHSO—State Highway Safety Office

TABC—Texas Alcoholic Beverage Commission

TAC—Texas Association of Counties

TCJ—Texas Center for the Judiciary

TDCAA—Texas District and County Attorneys Association

TDLR—Texas Department of Licensing and Regulation

TEA—Texas Education Agency

TJCTC—Texas Justice Court Training Center

TMCEC—Texas Municipal Courts Education Center

TPMA—Texas Municipal Police Association

TPCA – Texas Police Chiefs Association

TRCC—Traffic Records Coordinating Committee

TRF-BTS—Traffic Safety Division—Behavioral Traffic Safety Section

TTI—Texas A&M Transportation Institute

TxDOT—Texas Department of Transportation

TxDPS—Texas Department of Public Safety

TxIDTF—Texas Impaired Driving Task Force

TxSDY—Texans for Safe and Drug-Free Youth

YLC—Youth Leadership Council

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INTRODUCTION

With contribution and approval by the Texas Impaired Driving Task Force (TxIDTF), the annual Texas Impaired Driving Strategic Plan (IDSP) is designed to provide a comprehensive strategy for preventing and reducing impaired driving in Texas. The IDSP provides readers with a complete overview of the impaired driving crash problem, documents the progress of ongoing initiatives and campaigns, and lists potential countermeasures and strategies to improve impaired driving roadway safety.

The IDSP is provided to the Texas Department of Transportation (TxDOT) for final submission to the National Highway Traffic Safety Administration (NHTSA). It is based on the requirements of the Infrastructure Investment and Jobs Act (IIJA), Section 402, and NHTSA's *Uniform Guidelines for State Highway Safety Programs—Highway Safety Program Guideline No. 8*.

The Impaired Driving Problem

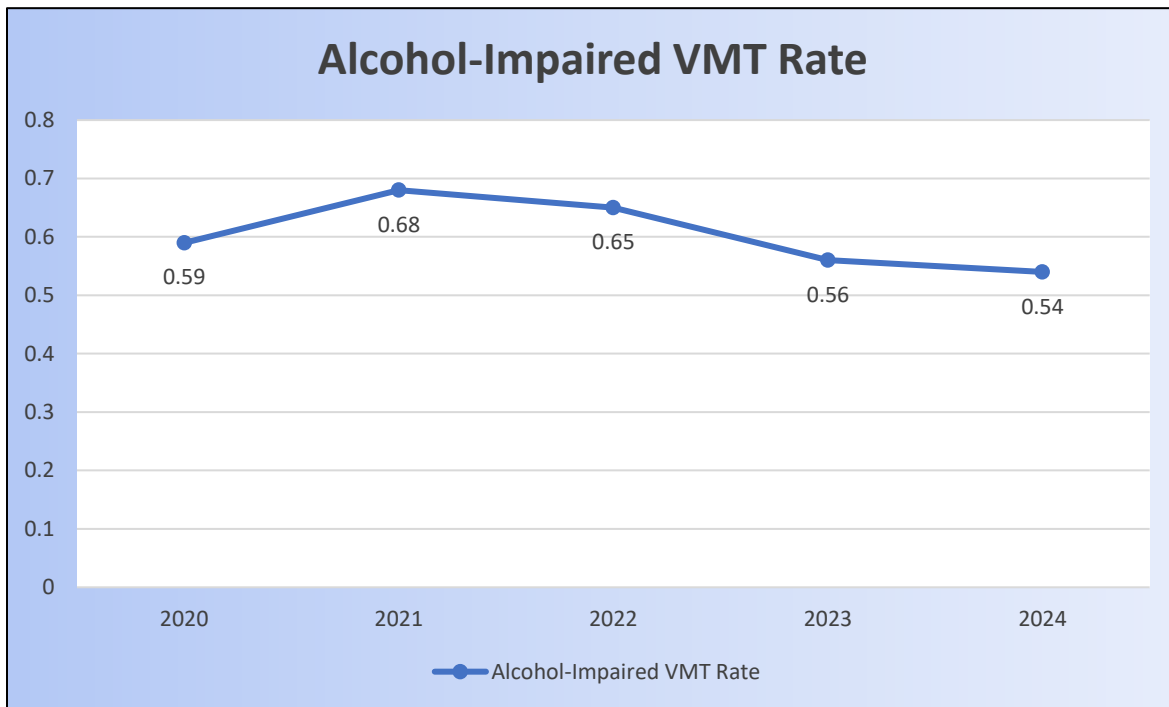
Texas continues to make significant efforts to reduce impaired driving fatalities, injuries, and crashes. The percentages of motor vehicle fatalities resulting from impaired driving were stable from 2012–2019. Fatal crashes and deaths increased in 2020 but then began a slight decline in 2022 and continued the downward trend through 2024.



Impaired driving continues to be a significant issue in the State of Texas.

To address the rise in fatal crashes and deaths, Texas must continue to seek and apply innovative and evidence-based solutions. Despite the implementation of proven strategies and countermeasures, the number of impaired driving fatalities and injuries in Texas continues to be unacceptable. Texas remains dedicated to reducing all incidences of impaired driving. The submission of the IDSP is based upon the state's average impaired driving fatality rate. As defined by the Code of Federal Regulations § 1300.23, the average impaired driving fatality rate is "the number of fatalities in motor vehicle crashes involving a driver with a blood alcohol concentration (BAC) of at least 0.08 percent for every 100 million vehicle miles traveled (VMT), based on the most recently reported three calendar years of final estimates from the Fatality Analysis Reporting System (FARS)."¹

Texas is considered a high-range state for fiscal year (FY) 2027 because its alcohol-impaired driving fatality rate is 0.63 based on FARS estimates from 2021–2023. Figure 1 illustrates the estimated alcohol-impaired driving fatality rate per 100 million VMT from 2020–2024 in Texas. Texas ranks in the top 10 states nationally for estimated alcohol-related fatalities per 100 million VMT for 2024 (the current year for which NHTSA data is available). Preliminary estimates suggest that Texas will once again be in the top 10 states nationally in 2025.

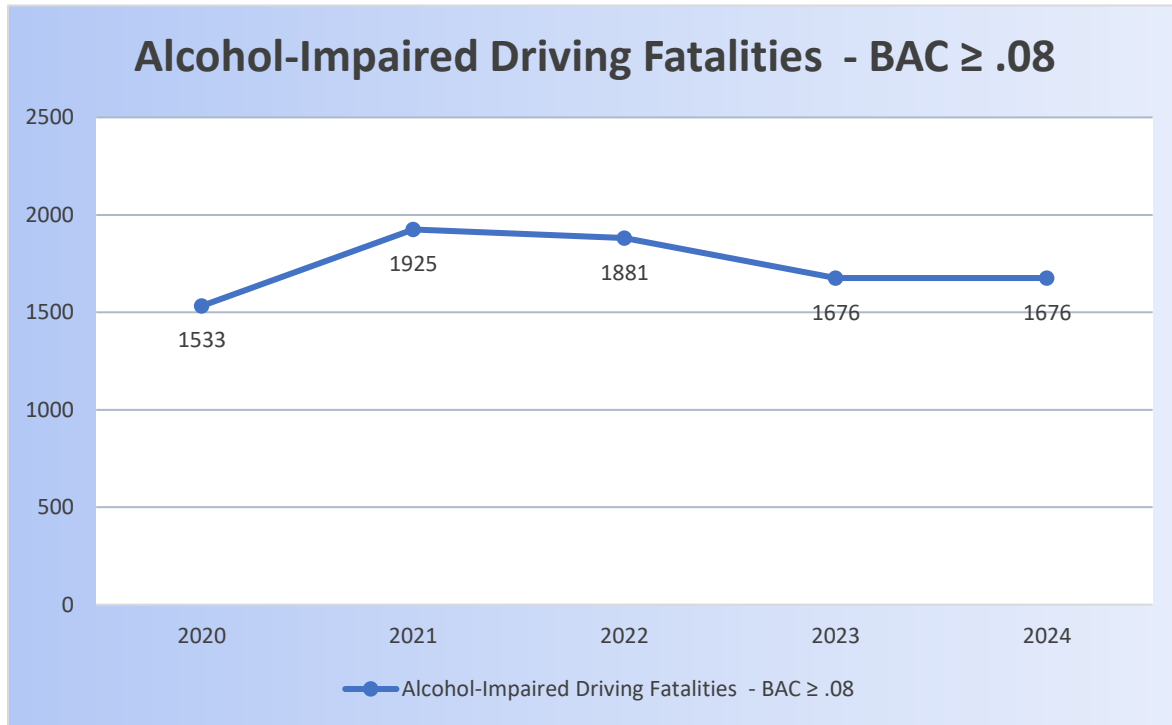


Source: Fatality Analysis Reporting System (FARS July 9, 2026)

Figure 1. Texas Alcohol-Impaired Driving Fatality Rate per VMT, 2020–2024

¹ Uniform Procedures for State Highway Safety Grant Programs, 23 C.F.R. § 1200.23.
<https://www.govinfo.gov/content/pkg/FR-2022-09-15/pdf/2022-18995.pdf>

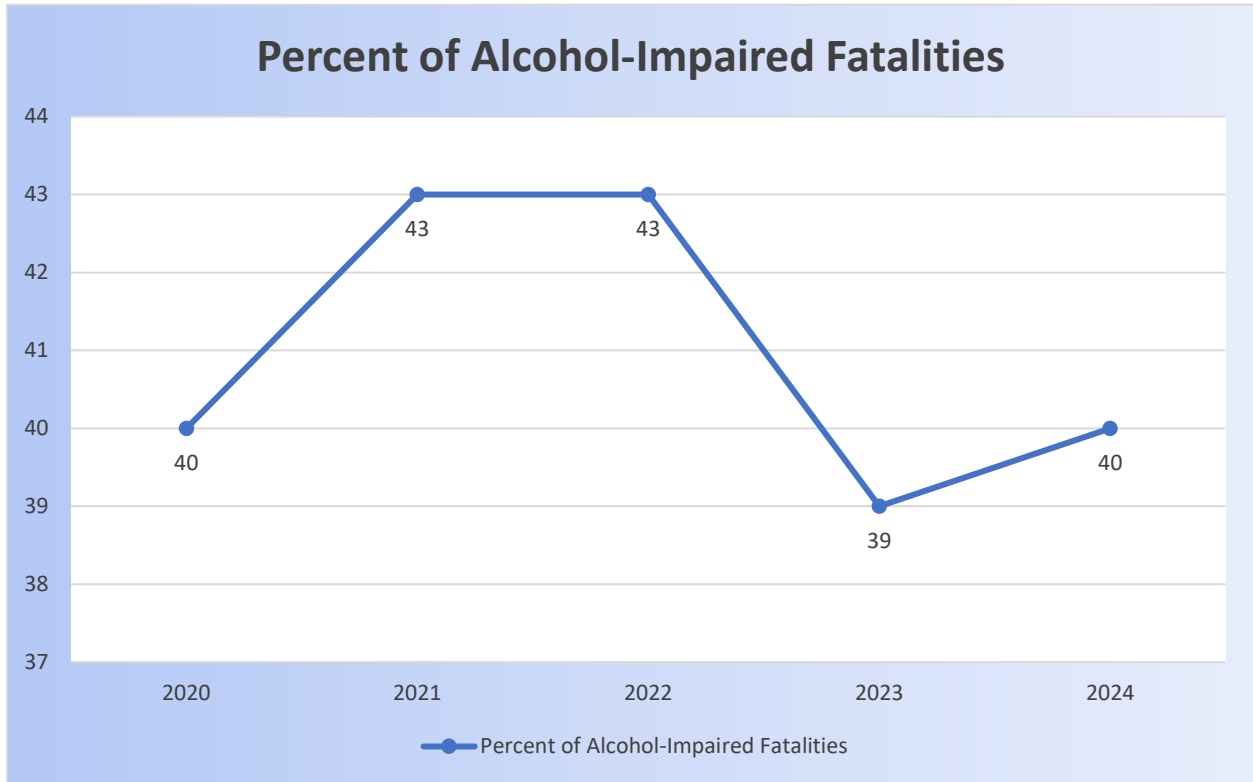
As shown in Figure 2, FARS multiple-imputation methodology estimated that there were 1,676 alcohol-impaired driving fatalities where a driver had a BAC of 0.08 g/dL or greater in 2024 in Texas. Current FARS estimates suggest that alcohol-impaired driving fatalities where a driver had a BAC of 0.08 g/dL or greater remained stable from 2023 to 2024. However, compounding the problem, impairment has been shown to be present at BACs lower than 0.08 g/dL.



Source: Fatality Analysis Reporting System (FARS July 9, 2026)

Figure 2. Texas Alcohol-Impaired Driving Fatalities, BAC 0.08+, 2020–2024

Figure 3 illustrates the estimated percent of alcohol-impaired driving fatalities from 2020–2024. In 2024, alcohol-impaired driving fatalities represented 40 percent of the state’s motor vehicle fatalities, which is the second highest estimated percentage in the nation (shared with South Carolina), after Vermont at 41 percent. The national average for impaired driving fatalities is 30 percent of total fatalities.



Source: Fatality Analysis Reporting System (FARS July 9, 2026)

Figure 3. Percent of Alcohol-Impaired Driving Fatalities in Texas, 2020–2024

Alcohol-impaired driving crashes are only part of the impaired driving problem. Drug-impaired driving continues to be a factor in motor vehicle crashes as well. Recent trends also indicate polysubstance use (more than one drug) as a growing contributing factor. The extent to which drug-impaired driving is responsible for serious injuries and fatalities in traffic crashes is not fully documented. Resources required for extensive toxicology testing cannot meet the demand, and Texas traffic safety stakeholders continue to collaborate to address and seek solutions for this concerning issue.

IDSP Structure

The subsequent sections of the IDSP focus on the components of the state's impaired driving program and meet the strategies recommended by NHTSA's *Uniform Guidelines for State Highway Safety Programs—Highway Safety Program Guideline No. 8*. The IDSP components are:

- Program Management and Strategic Planning
- Program Evaluation and Data
- Prevention
- Criminal Justice System (including Laws, Enforcement, Prosecution, Adjudication, Administrative Sanctions, and Driver Licensing Programs)
- Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation
- Communication Program

Additionally, recommendations from the NHTSA Impaired Driving Program Technical Assessment (2026) can be found at the end of each respective section of the IDSP. Sections that do not include recommendations are informational and specific to Texas traffic safety stakeholders' strategies.

The 2026 assessment was held in February 2026. The TxIDTF has reviewed the assessors' recommendations to prioritize implementation and begin to track progress. The TxIDTF has assigned an implementation status and provided context concerning how each recommendation is being further pursued or reasons for inactivity. The TxIDTF has developed and used the following statuses:

- **Ongoing**—The TxIDTF or a member organization is actively planning or working to complete the recommendation. If a recommendation has been achieved but requires any level of maintenance, it has been designated ongoing, as opposed to complete.
- **Complete**—The TxIDTF or a member organization has accomplished the recommendation, and no level of maintenance is required.
- **Not Currently Being Addressed**—The TxIDTF has either completed actions that resulted in no forward progress or is not currently pursuing action. However, this does not mean that the recommendation will not be addressed in the future.
- **Requires Legislative Action**—The TxIDTF is unable to pursue, promote, or lobby legislative activity at any level. Recommendations designated with this status are beyond the scope of the TxIDTF or require additional laws to be passed or a different interpretation of current laws. The TxIDTF views its role as being an educator of objective impaired driving safety issues. The TxIDTF works to ensure that those stakeholders who can engage in legislative activity have data-driven, evidence-based information on which to base their decisions.
- **Jurisdictional Condition**—The TxIDTF or a member organization educates and informs impaired driving safety stakeholders, including judges and prosecutors. Regular trainings with judges and prosecutors take place throughout the state so that they better understand current impaired driving laws and processes; however, the TxIDTF recognizes how imperative judicial and prosecutorial discretion is.



PROGRAM MANAGEMENT AND STRATEGIC PLANNING

Task Forces or Commissions

The TxIDTF is a partnership of impaired driving safety stakeholders from across the state who are committed to eliminating deaths and injuries caused by impaired driving. The TxIDTF is used as a forum for strategic planning and coordination of programs and projects that target impaired driving.

Authority and Basis for Operation

The TxIDTF is sponsored and supported through a TxDOT Behavioral Traffic Safety Grant that is administered by the Texas A&M Transportation Institute (TTI).

Mission

To eliminate injury and death caused by impaired driving in Texas through the identification and strategic distribution of partner resources to critical areas.

Charter

The TxIDTF has existed in some capacity for 21 years, operating mostly under an informal set of policies and procedures. As the TxIDTF evolved, it became necessary to develop a formal charter that clearly communicated expectations and responsibilities. In February 2018, the TxIDTF voted to approve a formal charter. The charter was subsequently revised in 2023 and is linked below. Unless otherwise noted, all subsequent TxIDTF documents can be found online at www.texasimpaireddrivingtaskforce.org.

- [Texas Impaired Driving Task Force Charter—Revised 2023](#)

Membership

The TxIDTF has evolved into a multifaceted representation of individuals and organizations. Currently, the TxIDTF consists of 46 members, representing:

- State Highway Safety Office (SHSO)
- Breath Alcohol and Drug Toxicology
- Communication
- Data and Traffic Records
- Driver Licensing
- Education and Prevention
- Emergency Medical Services
- Enforcement
- Ignition Interlock Programs
- Judiciary
- Probation and Parole
- Prosecution
- Research

The TxIDTF continually assesses weaknesses and gaps in membership expertise. If an area of the impaired driving safety problem is not represented through current membership, then the TxIDTF has reached out to leaders in the community with an invitation to join. The TxIDTF membership is comprised of knowledgeable impaired driving safety stakeholders and subject matter experts. The TxIDTF membership meets the requirements of the IIJA, Section 402, and includes all appropriate stakeholders. Members voluntarily serve on the TxIDTF and can do so for as long as they are capable. The link below contains details on the member programs of the TxIDTF.

- [Texas Impaired Driving Task Force Membership—FY 2026](#)

Following is a list of the names, titles, and organizations of all TxIDTF members.

- Clay Abbott, Driving While Intoxicated (DWI) Resource Prosecutor, Texas District and County Attorneys Association
- Christine Adams, Assistant Research Scientist, Texas A&M Transportation Institute
- Robert Anchondo, Judge, County Criminal Court at Law #2 El Paso
- Annette Beard, National Account Manager, Smart Start Inc.
- Trevis Beckworth, Assistant Lab Director, Texas Department of Public Safety Crime Laboratory
- Carlos Champion, DRE Program Coordinator, Texas Drug Recognition Program
- Debra Coffey, Chief Government Affairs Officer Emeritus, Smart Start Inc.
- David Doggett, Deputy Chief, Field Operations Bureau, Texas Alcoholic Beverage Commission
- Holly Doran, TxDOT Program Director, Texas Center for the Judiciary
- Emma Dugas, MADD Program Manager, Mothers Against Drunk Driving
- Chief Gene Ellis (Ret.), Executive Director, Texas Police Chiefs Association
- Cinthya Fillips, Program Manager, Texas A&M Transportation Institute
- Brian Grubbs, Program Manager, LEADRS
- Kevin Harris, Lieutenant, College Station Police Department
- Chris Heartsill, Regional Toxicology Liaison, Mid-South Region
- Andrea Henderson, Probation and Parole Outreach Liaison, Region 6
- Nicole Holt, Chief Executive Officer, Texans for Safe and Drug-Free Youth

- Richard Hoover, Lieutenant, Texas Department of Public Safety, Highway Patrol
- Courtney Hrcir, Research Specialist, Texas A&M Transportation Institute
- Cody Jones, Assistant Commander and Boating Law Administrator, Texas Game Wardens
- Larry Krantz, Program Manager, Texas Department of Transportation
- Debra Marable, State Program Director, Mothers Against Drunk Driving
- Jim Markham, Director, Crash Data & Analysis Section, Texas Department of Transportation
- Sarah Martinez, Director, Travis County Attorney's Underage Drinking Prevention Program
- Ravonne McCray, Program Manager, Watch UR BAC Alcohol and Other Drug Awareness Program, Texas A&M AgriLife Extension Service
- Ned Minevitz, Grant Administrator, Texas Municipal Courts Education Center
- Erin Morgan, Specialty Court Program Manager, Office of Court Administration
- Anna Mudd, Toxicology Section Supervisor, Austin, Texas Department of Public Safety Crime Laboratory
- David Murphy, Lead Instructor, Drug Information Training for Educational Professionals (DITEP)
- April Ramos, Program Manager, National Safety Council
- Chief Scott Rubin (Ret.), Assistant Director, Texas Police Chiefs Association
- Nina Saint, Education Director, SafeWay Driving Systems
- Joseph Schmdier, State EMS Director, Texas Department of State Health Services
- Cody Stewart, Senior Program Manager, National Safety Council
- Gavin Sussman, EMS and Trauma Registries Manager, Department of State Health Services
- James Taylor, Captain, Texas Department of Public Safety, Highway Patrol
- Joseph Thompson, Program Supervisor, Texas Department of Public Safety, Conviction Reporting, Driver License Division
- Kara Thorp, Public Affairs Specialist, AAA—Texas and New Mexico
- Bronson Tucker, General Counsel, Texas Justice Court Training Center
- Taylor Vanegas, Chief, Vehicular Crimes, Montgomery County District Attorney's Office
- Esther Vasquez, Program Supervisor, Texas Department of Public Safety, Administrative Action, Driver License Division
- Laura Weiser, Judicial Resource Liaison, Texas Center for the Judiciary
- Liz Wilde, Account Director—Creative Agency, Sherry Matthews Group
- Missy Williams, Program Services Specialist, Texas Standardized Field Sobriety Testing (SFST) Program
- Tramer Woytek, Judicial Resource Liaison and County Relation Officer, Texas Association of Counties

Meetings

Due to its large membership and the state's geography, the TxIDTF holds quarterly meetings. Email correspondence and subcommittee meetings, as necessary, supplement work completed at the in-person meetings. In the past 12 months, the TxIDTF met on the dates listed below, and the meeting minutes are linked. The last meeting of FY 2026 will be held on August 6, 2026. Due to the timing of the IDSP's submission, some meeting notes included may be from a previous fiscal year.

- [Meeting Minutes July 17, 2025](#)
- [Meeting Minutes November 6, 2025](#)
- [Meeting Minutes February 5, 2026](#)
- [Meeting Minutes March 26, 2026](#)

Executive Committee Members

In FY 2023, executive committee (EC) members were identified to represent and lead stakeholder groups. The EC members provide reports during the quarterly meetings. They are responsible for voting on task force recommendations and signing off on the final IDSP. They also have the ability to convene and oversee subcommittees that work on specific topics in between task force meetings. The EC members and stakeholder group representation are listed below:

- Clay Abbott, Prosecution and Legislative Affairs
- Trevis Beckworth, Forensic Testing
- Carlos Champion, Impaired Driving Enforcement Training and Detection
- David Doggett, Retailer Enforcement and Education
- Emma Dugas, Education and Prevention
- Jim Markham, Impaired Driving Data
- Judge Laura Weiser, Judicial and Bond Conditions

Subcommittees

The TxIDTF is currently supported by three subcommittees: Legislative, Cannabis and Alcohol, and Education and Prevention. These subcommittees drill down into specific areas that time does not afford during in-person meetings. Subcommittees can include representatives from any relevant organization that has an interest or knowledge in the impaired driving issue; however, the subcommittee chairperson or co-chairpersons must be members of the TxIDTF. Each subcommittee meets as often as needed via virtual meetings and email correspondence.

As new areas for support are identified and goals are achieved, subcommittees will convene or disband. Below is a brief description of subcommittee work, as well as meeting dates and notes. Due to the timing of the IDSP's submission, some meeting notes included may be from a previous fiscal year.

Legislative

The Legislative Subcommittee is chaired by Texas DWI Resource Prosecutor Clay Abbott, with the Texas District and County Attorneys Association (TDCAA). The committee is comprised of current and retired members of the judiciary and prosecution, advocates, and others with a strong working knowledge of state legislature operations. The purpose of the Legislative Subcommittee is to educate and inform members of the TxIDTF about legislation that has the potential to affect impaired driving in the state.

The Legislative Subcommittee meets frequently in the same years when the state legislature is in session and as necessary when the state legislature is not in session. Below are the meeting notes of the Legislative Subcommittee from FY 2025. The 90th Texas Legislature will convene in January 2027.

- [Meeting Minutes January 8, 2025](#)
- [Meeting Minutes April 7, 2025](#)
- [Meeting Minutes June 2, 2025](#)
- [89th Texas Legislature – Summation of Impaired Driving Bills Passed](#)

Cannabis and Alcohol

The Cannabis and Alcohol Subcommittee is co-chaired by Clay Abbott, TDCAA, and Christine Adams, TTI. Texas allows for a low-dose medical program that permits physicians to prescribe cannabis products that contain no more than 10 mg of tetrahydrocannabinol (THC) to patients with certain qualifying conditions.

Adult use of cannabis is strictly prohibited except for hemp-derived impairing substances. During the 89th Texas Legislature, policymakers passed a bill banning hemp-derived THC products in the state. The governor vetoed the legislation and issued [Executive Order GA-56](#). This order directed the Texas Alcoholic Beverage Commission (TABC) and the Department of State Health Services (DSHS) to immediately set rules around hemp-derived cannabinoids to protect the public health, safety, and welfare by prohibiting sales to minors.

With the proliferation of businesses selling intoxicating hemp products, the restaurant, bar, and brewing industries have capitalized on the opportunity to sell both impairing substances—THC and alcohol—in one on-premises setting. This practice is of specific concern to the TxIDTF because even with limited toxicology data, cannabis becomes the number one category of drugs in fatality and serious injury crashes with alcohol involved. [From 2020–2024, this category represented 29.2 percent of Texas drivers involved in motor vehicle crashes involving drugs](#). The task force agreed to convene a subcommittee to address this concern. The notes of this subcommittee will not be public facing on the website, but the meeting dates were as follows:

- October 28, 2025
- November 12, 2025
- March 16, 2026

Education and Prevention

The Education and Prevention Subcommittee is chaired by Emma Dugas from Mothers Against Drunk Driving® (MADD). This committee is inclusive of all prevention and education stakeholders. The meeting notes can be accessed below.

- [October 16, 2025](#)
- [December 16, 2025](#)
- [March 16, 2025](#)

One of the recommendations from the state’s 2015 Impaired Driving Program Technical Assessment was to “coordinate school-based impaired driving activities with evidence-based alcohol and substance abuse prevention programs.” As a result, the former Education Subcommittee compiled a reference book that provides summaries of evidence-based alcohol and drug prevention programs available for implementation in schools. The reference book also includes promising TxDOT-sponsored programs that are not necessarily evidence-based. Below is the most recent version of the reference book.

- [Recommendations for Alcohol and Drug Prevention Programs K–12th Grade \(Updated September 2023\)](#)

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Delegate the ability to review the progress of impaired driving initiatives by state agencies, local agencies, and non-profit organizations to the TxIDTF.
Status: Not Currently Being Addressed
Background: The TxIDTF and TxDOT plan to evaluate whether this recommendation is practical and can reasonably be implemented with appropriate safeguards.
- B. **Priority Recommendation:** Engage the TxIDTF in the development of the Impaired Driving Emphasis Area for the next Strategic Highway Safety Plan (SHSP).
Status: Ongoing

Background: Historically, several members of the TxIDTF have contributed to the SHSP through participation in the Impaired Driving Emphasis Area meetings. In April 2026, TxIDTF and SHSP administrators met and agreed to formally leverage TxIDTF meetings as a venue for member input on emphasis area strategies. As a result, the afternoon working group session of the August 6, 2026, TxIDTF meeting will be dedicated to gathering task force input on strategies and countermeasures to inform the upcoming rewrite of the SHSP. There will also be a discussion about creating a TxIDTF subcommittee comprised of one member from each stakeholder group to attend the SHSP meetings and report progress back to the TxIDTF at quarterly meetings.

- C. **Recommendation:** Request the TxIDTF to provide feedback on the draft versions of statewide media and outreach materials or taglines.

Status: Ongoing

Background: The TxIDTF and TxDOT are evaluating whether such involvement is practical and, if so, how the process would be implemented and maintained.

- D. **Recommendation:** Create a System Overview subcommittee of the TxIDTF with a focus on monitoring the overall impaired driving countermeasure system from initial contact through disposition.

Status: Not Currently Being Addressed

Background: This recommendation will be addressed at the August 2026 meeting of the TxIDTF. Subcommittees must be initiated by an EC member and include volunteer members to participate in the subcommittee.

Strategic Planning

Key components for improving the impaired driving challenge and increasing traffic safety involve identification of statewide goals and priorities that are supported by concrete action plans.

Incorporating elements of engineering, education, enforcement, emergency response, and evaluation is imperative to further achieve and improve reductions in impaired driving crash injuries and deaths.

The Traffic Engineering and Behavioral Traffic Safety sections of TxDOT's Traffic Safety Division addresses these components through strategic highway safety planning. In cooperation with local, state, federal, and other public- and private-sector safety stakeholders, the state has developed a comprehensive Texas SHSP spanning FY 2022–FY 2027, which is available online at <https://www.texasshsp.com/>.

The Texas SHSP is a coordinated safety plan that provides a comprehensive framework for reducing fatalities and serious injuries on all TxDOT-maintained public roads. The safety plan addresses eight traffic safety emphasis areas, one of which is impaired driving. The safety plan also lists the state's key safety needs and guides investment decisions through identified strategies and countermeasures with the most potential to save lives and prevent injuries. Table 1 lists the SHSP impaired driving-related strategies and countermeasures for which action plans were developed for FY 2022–FY 2027.

In FY 2027, Texas will analyze crash and other safety data and gather input from stakeholders to update the SHSP based on current priorities. Early data strongly indicates that impaired driving will remain an emphasis area. The TxIDTF will be engaged in accordance with the recommendations outlined below.

Table 1. SHSP Strategies and Countermeasures, Impaired Driving 2025

STRATEGY 1: Increase education for all road users on the impact of impaired driving and its prevention.	
Data Analysis	Develop and maintain data to identify correlations between impaired driving crashes and citations, road type, corridor, region, county and community, and TABC licensing data.
STRATEGY 2: Increase officer contacts with impaired drivers through regular traffic enforcement.	
Impact of Impairment	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).
STRATEGY 3: Increase data, training, and resources for law enforcement officers, prosecutors, toxicologists, judges, and community supervision personnel in the area of alcohol and/or other drugged driving.	
Traffic Enforcement	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	Use a data-driven approach to optimize areas and times for enforcement.
Law Enforcement Training	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	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.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Recommendation:** Create a visual representation of the entire DWI criminal justice system, including independent pages for specific areas such as the ignition interlock process or administrative license suspension as examples.

Status: Ongoing

Background: This critical path map has been developed by the Impaired Driving Tracking Database project, funded by TxDOT. The visual representation can be found in Appendix A. TxIDTF members gave feedback on the map at the July 2025 meeting. In FY 2027, independent pages will be added outlining specific systems as mentioned.

- B. **Recommendation:** Add data to the system map for each stage in the impaired driving criminal justice system.

Status: Not Currently Being Addressed

Background: As noted above, the TxIDTF and the Impaired Driving Tracking Database project team will work together to fulfill this recommendation by the end of FY 2027.

Program Management

SHSO is managed by the Traffic Safety Division—Behavioral Traffic Safety Section (TRF-BTS). Program staff members are located at the headquarters in Austin and in all 25 TxDOT districts. TRF-BTS develops and implements traffic safety initiatives aimed at reducing fatalities and serious injuries from motor vehicle crashes. Specifically, the TxDOT Alcohol and Other Drug Countermeasures Program supports the development and implementation of programs aimed at reducing fatalities and injuries involving impaired driving.

The TxDOT Alcohol and Other Drug Countermeasures Program has developed strong relationships with individuals and organizations affiliated with the TRF-BTS program. This network of safety professionals addresses the goals and strategies associated with the Alcohol and Other Drug Countermeasures Program and provides expertise in an ad hoc capacity. This network is structured within the body of the TxIDTF, which works with TxDOT to create a multifaceted, cohesive impaired driving program.

In FY 2023, TxDOT required all subgrantees involved in the Alcohol and Other Drug Countermeasures Program to create a plan outlining the strategic deployment of resources to critical areas within the state. Stakeholders are expected to report contacts and efforts deployed to these critical areas. This information aids in partner understanding of how the impaired driving program activities constructively impact areas with concentrated fatalities caused by impaired driving.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Recommendation:** Verify that the internal project grant documentation follows the same requirements and reporting as outlined in the *Program Policy Manual*.

Status: Complete

Background: Verification was completed.

Resources

In FY 2026, TxDOT awarded 414 traffic safety grants to state and local governmental agencies, colleges and universities, and nonprofit agencies across Texas. Of these, 69 Alcohol and Other Drug Countermeasures projects were awarded. Below is a link to the project list.

- [TxDOT Alcohol and Other Drug Countermeasures Program Area—FY 2026](#)

Funded projects are based on thorough problem identification that utilizes state and federal crash data, as well as other data related to geographic and demographic aspects of traffic safety and driver behavior. Table 2 provides a fiscal summary for FY 2024–2026. To address 23 CFR 1300.23(j)(4)(ii), Texas is implementing a number of programs and projects designed to reduce impaired driving based on problem identification. A list of these projects is included in Appendix B.

Table 2. Fiscal Summary for FY 2024–2026

Funding Source	FY 2025 Awarded	FY 2026 Awarded	FY 2027 Planned
Federal Funds	\$15,571,630.07	\$16,600,712.46	\$18,377,962.42
State Match	\$250,000.00	\$250,000.00	\$250,000.00
Local Match	\$8,128,631.94	\$8,393,605.02	\$8,080,580.67
Program Income	\$15,000.00	\$0.00	\$0.00
Total	\$23,965,262.01	\$25,244,317.48	\$26,458,543.10

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Initiate a conversation around the fines, fees, taxes, and penalties paid related to impaired driving for use to support impaired driving countermeasures.

Status: Not Currently Being Addressed

Background: This recommendation falls outside the scope and authority of the Texas Department of Transportation and the Texas Impaired Driving Task Force.



PROGRAM EVALUATION AND DATA

Texas continues to improve its use of a diverse set of data to analyze different aspects of the impaired driving problem in the state. The TxIDTF and the TxDOT Alcohol and Other Drug Countermeasures Program rely primarily on crash data from FARS and from the Texas Crash Records Information System (CRIS) database. As projects and programs develop, program partners initiate surveys that explore attitudes and reactions to laws, educational campaigns, and cultural issues related to impaired driving.

When programs or processes are evaluated in relation to impaired driving, researchers use additional data from criminal histories, driver licensing, vehicle registration, focus groups, interviews, and surveys (observational, educational, and attitudinal).

Texas does not have an impaired driving database that provides for a continuous connection between arrest and adjudication for DWI offenders across the state. For the purpose of research and evaluation, efforts are being made to connect data from criminal histories and driver licensing so that stakeholders can assess the impact of countermeasures on DWI and, more specifically, recidivism. While the Traffic Records Coordinating Committee (TRCC) is currently working to coordinate CRIS, DSHS, Texas Department of Public Safety (TxDPS), and court records, an impaired driving database would ideally encompass these and additional records. Developing such a database is a tremendous undertaking, and many of the processes that would streamline its creation are currently not in place. However, creating an impaired driving database continues to be a priority need for TxDOT, and TxDOT continues to seek assistance to address this need.

Evaluation

TRF-BTS administers \$108.3 million in federal traffic safety funds through a structured process that includes problem identification and subsequent program evaluation. The process is used to create objectives for the Triennial Highway Safety Plan (3HSP), SHSP, and other guiding documents promoting

traffic safety in the state. Traffic safety funds are distributed to state, county, and local jurisdictions for projects that support the state's highway safety objectives, with approximately 20 percent of funds being directed to local agencies.

TRF-BTS utilizes a structured risk evaluation process to determine projects to be funded based on priority ranking of needs versus available funds. Funded programs are evaluated using a process method to ensure that funded activity hours or activities meet specific objectives. TRF is divided into six sections, though all areas do not have an impaired driver-related component. However, TRF-BTS and the Crash Data and Analysis Sections conduct significant activities that contribute to impaired driver countermeasure and deterrence programs. Each year, TRF-BTS conducts problem identification analyses and prioritization of program areas. Analyses are performed from data contained in CRIS and are supplemented by other state datasets related to location and some driver demographics. Serious injury crashes are evaluated along with fatal crashes since serious injuries may have become a fatality if only a small characteristic of the crash or emergency response had been different.

Additionally, the Texas State Trend Over-Representation Model (TxSTORM), a predictive modeling tool developed by TRF-BTS, is utilized to identify high crash occurrence locations based on a normalizing algorithm to determine where additional enforcement activity may be beneficial. TRF-BTS then proactively solicits agencies to apply for funded activities to mitigate high crash occurrence locations identified by TxSTORM.

TRF-BTS process evaluations include documentation and tracking of deliverables for each project, with the grantee complying with monitoring and auditing practices. Impaired driving-related law enforcement activities require the reporting of arrests and citations issued during funded hours. TRF-BTS produces an annual report for NHTSA and provides it to state and local partners. The report includes outcome evaluations for funded projects and provides overall analyses of safety metrics.

TRF-BTS has a public information component delivering public information campaigns concurrent with highway safety projects. The office has contracted with a commercial marketing firm to continue delivering safety messaging through paid media, earned media time, and targeted social media platforms. Public information campaign plans, ad buys, and post-campaign effectiveness reports are prepared by the media contractor in an effort to influence public attitudes and behaviors.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Recommendation:** Implement an evaluation of public information campaigns to determine their effectiveness on influencing public attitudes and behaviors.
Status: Ongoing
Background: TxDOT periodically evaluates campaign effectiveness in influencing public attitudes and behaviors, to the extent feasible with available technology and resources.
- B. **Recommendation:** Perform a dedicated analysis of impaired driving crashes through the TxSTORM to determine if there is a significant difference between the whole of all crashes.
Status: Ongoing
Background: TxDOT provides TxSTORM analyses on an ongoing basis to STEP grantee agencies across the state and additionally is conducting ongoing evaluation of all impaired driving crashes (both alcohol and drugs) using reported (not estimated) data. Additionally, TxDOT is collecting positive confirmation from officers on all K and A severity crashes as to whether the officers thought

the crash was alcohol or drug involved, which will provide increased accuracy to the NHTSA multiple imputation models through officer-provided negative results for crashes without BAC.

Data and Records

The primary source of data used for traffic safety programs originates from reportable information collected by law enforcement officers (via Form CR-3) at a crash site. Officers input the crash information into CRIS. Reportable motor vehicle crashes are crashes involving a motor vehicle in transport that occur or originate on a traffic way and that result in injury to or death of any person or cause damage to the property of any one person to the apparent extent of \$1,000.

Texas has spent significant time and resources upgrading its crash records system so that local- and state-level stakeholders have accurate and complete data. These upgrades range from fixed-format compilations of crash and injury information to special, customized analyses and evaluations directed at identifying and quantifying targeted local and statewide traffic safety problems. Because of minor differences in coding rules and data certification, FARS data reported at the national level are not always in sync with CRIS data.

CRIS data are combined with other data sources, including the U.S. Census, FARS, and other localized databases, to ensure that the state's impaired driving program is fully supported with data analysis and evaluation. These data and the subsequent analyses inform engineering, enforcement, education, emergency response, and evaluation activities throughout the state.

This part of the impaired driving program also satisfies the need for integration with TRCC. TRCC is comprised of designees from TxDOT, TTI (technical advisor), DSHS, TxDPS, and Texas Department of Motor Vehicles, many of whom are also members of the TxIDTF. In FY 2022, TRCC launched the aforementioned [TxSTORM](#) tool, which was designed to allow stakeholders to identify crash-related trends and facilitate the strategic deployment of resources.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Mandate a DWI tracking system to ensure the records systems communicate data in a unified system.

Status: Requires Legislative Action

Background: The Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) team has completed detailing the systems and the expansion that would need to take place to complete this recommendation. The TxIDTF EC members have recommended LEADRS as a foundational component of a statewide DWI tracking system.

Since that recommendation, LEADRS has begun a series of enhancements to expand its ability to connect and integrate with various critical systems. The system will be able to share data with the public and stakeholders. These enhancements include a single sign-on identity provider configuration that allows for seamless navigation and improved connectivity between LEADRS and other systems. The team has also made improvements to data accessibility by creating a process that allows users to have a holistic view of impaired driving-related data. LEADRS is in the process of drafting a solution design document for a statewide tracking system as well as proof of concept of integrating with essential databases. These steps will serve as foundational components of the statewide DWI tracking system.

Under Articles 17.51 and 17.52 of the Code of Criminal Procedure, which took effect in 2022, all bond conditions set by magistrates are required to be reported to a statewide database maintained by TxDPS. This mandatory inclusion into the Texas Crime Information Center represents a positive step toward a statewide DWI tracking system.

- B. **Priority Recommendation:** Conduct an analysis of the Ignition Interlock Device (IID) Program to determine if there can be improvements made to the program design and rules that would make it a more effective tool in preventing and deterring alcohol-impaired driving.

Status: Not Currently Being Addressed

Background: A proposal was submitted for FY 2027 to address this concern. The project aims to conduct a statewide audit of IID implementation in Texas to identify opportunities for improvement. To strengthen this effort, the project will leverage insights from recent discussions with the Traffic Injury Research Foundation (TIRF) on rules, data, and policy enhancements, and maintain collaboration to ensure audit recommendations align with national standards.

- C. **Recommendation:** Reestablish access to the driver and vehicle data files to validate CRIS data and enhance CRIS data accuracy.

Status: Ongoing

Background: CRIS is not currently connected to driver and vehicle data files directly subsequent to ransomware hack of state agencies in 2020.

TxDOT is currently exploring options to access driver license lookup through common hosting solution DPS and TxDOT share – both systems can drop data into the shared data staging area and retrieve from same in order to provide lookup for officers accessing Texas license information. TxDMV is not currently using the same hosting provider, but work is underway to establish a way to load this same data from the DMV servers periodically. While this is admittedly not a direct database linkage, it accomplishes the majority of the data accuracy improvements and reduces the amount of time required for officers to write reports without introducing the additional cybersecurity attack surfaces that would be inherent in direct database-to-database connections.

Driver Records Systems

TxDPS DLD maintains all driver license and driver history information for state residents. All traffic convictions, including impaired driving, are transmitted from the courts to DLD and posted to the driver record. Implied consent violation documentation is also transmitted to DLD for appropriate driver license revocation actions. Conviction information includes the type of offense (charge), if treatment is required (yes/no), and court-imposed sanctions; however, BAC information is not recorded on the driver history. DLD enforces driver license suspension and revocation actions based on conviction information and orders from courts and magistrates related to IID program compliance and the issuance of occupational licenses. Additionally, all reported crash involvement is recorded on the driver record.

DLD provides law enforcement and court data systems with driver information in real time. Driver system data can be auto-populated to crash and citation reports when the law enforcement agency software is equipped with this functionality. Driver history information allows for accurate evaluation of driver status both at the roadside and in the courtroom. The driver data system complies with national standards and systems in place to reduce identity fraud and track commercial drivers. DLD uses image verification software to prevent fraud by validating the facial image of new licensees with the image on file and by evaluating images of new licensees against all the images on file.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Recommendation:** Conduct a review of the restricted driver license format issued to IID program participants to determine if it is readily distinguishable to law enforcement officers for enforcing a driver's IID compliance.

Status: Not Currently Being Addressed

Background: A proposal was submitted for FY 2027 to address this concern. The project aims to conduct a statewide assessment of IID implementation in Texas to identify opportunities for improvement. To strengthen this effort, the project will leverage insights from recent discussions with TIRF on rules, data, and policy enhancements, and maintain collaboration to ensure assessment recommendations align with national standards. A review of the restricted driver license format can be included in the assessment.



PREVENTION

NHTSA recommends that impaired driving prevention programs include public health approaches, such as interventions that alter social norms, change the occurrence of risky behaviors, and create safer environments. Texas encourages prevention through a set of community-responsive approaches including public health, advocacy, communication campaigns, alcohol service restrictions, employer programs, safe community initiatives, driver education, and educational outreach. These prevention approaches are achieved through local, state, and national partnerships that utilize evidence-based strategies and best practices.

Promotion of Responsible Alcohol Service

The TxIDTF works with other local and state organizations to promote policies and best practices to prevent drinking and driving, drinking by underage individuals, alcohol service to minors, and overservice. Education is promoted and provided by the TxIDTF, TxDOT, and other organizations to ensure voluntary compliance with the Texas Alcoholic Beverage Code and promote responsible alcohol service.

One organization that works to promote responsible alcohol service is TABC. TABC regulates third-party seller-server schools available throughout Texas, both in person and online. The program curriculum covers underage and overservice laws, as well as prevention strategies. Currently, Texas law does not require seller-servers to be certified. However, license holders may avoid administrative sanctions to their license/permit if they require the certification of their employees and meet other minimum standards.

The Retailer Education and Awareness Program (REAP) was designed by TABC staff to provide education for all staffing levels of alcoholic beverage retailers. This program provides owners, managers, and general employees of retail establishments the opportunity to reap the benefits of continued

education and compliance with the state's alcoholic beverage laws. Hosted by TABC, the two-hour program addresses common issues related to minors and intoxicated patrons. The course covers both on- and off-premise scenarios in one training environment and is easily customizable to individual training needs.

The program is designed to create a dialogue between TABC and all levels of alcoholic beverage retail staff within an educational environment. TABC agents and auditors cover topics to retrain even the most seasoned employees while also asking for feedback and questions, so those involved leave with a better understanding of possible problem areas and solutions. The goal of REAP is to help all alcoholic beverage retailers promote responsible alcoholic beverage sales and service.

Promotion of Risk-Based Enforcement

TABC has developed a risk-based program to focus on at-risk behavior that may indicate a pattern of bad business practices that could lead to serious violations. This process includes looking for predetermined factors in the application, examining administrative violation history, and gathering intelligence from other law enforcement and governmental agencies.

The key elements of the risk-based enforcement program are increased inspection frequency for retailers with past histories of public safety violations, greater emphasis on after-hours establishments that illegally sell or permit consumption of alcoholic beverages during prohibited hours, and prioritization of complaint investigations involving allegations of public safety offenses.

Promotion of Priority Inspection

TABC identifies retailers whose premises have been the scene of an offense with public safety implications or who have been the subject of multiple complaints. Once identified, these retailers are assigned one of three priority levels, which determines the frequency of TABC inspections. Priority levels are assigned based on the severity and number of past violations or complaints and the length of time since the most recent violation or complaint. At the highest level, locations are inspected bi-weekly. As time passes and no new violations are observed, retailers will progress downward through the priority tiers, with inspections becoming less frequent at each tiered level. At the end of the 12-month period, retailers are subject only to an annual inspection.

Public safety violations have been given priority status due to their correlation with patrons' level of intoxication when leaving a licensed premises. Public safety violations include alcohol and consumable hemp products (CHPs) age-law offenses, intoxication offenses, prohibited hours offenses, drug-related offenses, disturbances of the peace, and human trafficking. Vice offenses, such as prostitution, are also considered public safety violations when being assigned a priority status. Violations indicative of retailer financial stress are also reviewed because such offenses have been found to occur concurrently with or as a precursor to actual public safety offenses. TABC has seen a rise in unlicensed locations operating as nightclubs. These unlicensed clubs increase the risk to public safety because TABC does not have regulatory authority or the resources to conduct investigations into state law violations. Typically, these types of clubs cater to young adults and usually operate after the legal hours of sale. TABC will continue to assist local law enforcement agencies to combat illegal, unlicensed clubs that pose a significant public safety risk.

As part of this program, TABC provides free training opportunities to retail managers and employees in an attempt to deter and prevent future violations. Field offices are required to offer training opportunities to all retailers qualifying for the two highest tiers but routinely make classes available to

all other retailers as well. During these classes, retail managers and employees are trained on illegal sales recognition and best-practice techniques for safety violation prevention.

Consumable Hemp Products

During the 89th Texas Legislature, policymakers passed a bill that would ban intoxicating CHPs. The governor vetoed the legislation and issued Executive Order GA-56 in September 2025. The order directed state agencies to implement strict regulations on CHPs containing THC. DSHS and TABC immediately adopted emergency rules that banned the sale of CHPs to anyone under 21 years old, requiring retailers to properly verify age with a government issued ID, and creating penalties for sales to a minor. Enforcement began on October 1, 2025. The rule making process was then initiated, with final rules adopted in February 2026. An interagency memo has been executed between DSHS and TABC, allowing TABC to enforce DSHS rules and regulations. Policies on intoxicating hemp products will be a heavily debated topic during the 90th Texas Legislature.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Provide additional authority and resources to allow TABC to increase its efforts in educating the public and enforcing the laws on the sale of CHPs.

Status: Requires Legislative Action

Background: TABC is considering submitting a Legislative Appropriations Request to the Legislative Budget Board. The intention of the potential request is to seek funding to expand officer capacity for education on the responsible sale of CHPs and for the enforcement of applicable laws.

- B. **Priority Recommendation:** Study the potential impact of creating an excise tax on CHPs in Texas to support treatment, evaluation, and prevention efforts.

Status: Ongoing

Background: In Executive Order GA-56, Governor Abbott directed TABC, DSHS, and Texas A&M University AgriLife Extension (and any other relevant agency) to jointly study the implementation of rules outlined in House Bill (HB) 309, 89th Texas Legislature, Second Called Session. In the bill draft of HB 309, there is an entire section on collecting tax for CHPs. Should the study show that HB 309 outlined appropriate methods, taxes collected would be deposited into the general revenue fund and appropriated as follows: half of the revenue to the commission for administration and enforcement, a quarter of the revenue to the crime laboratories, and a quarter of the revenue to local governments for addiction treatment and education programs.

- C. **Recommendation:** Study the potential impact of increasing the excise tax on beer, wine, and distilled spirits in Texas to support treatment, evaluation, and prevention efforts.

Status: Ongoing

Background: While the body of evidence confirms that raising alcohol prices results in fewer impaired driving crashes, there is concern that opposition will exist for increased taxes, fees, and/or charges by the decision-making body. The excise tax is not calculated according to a percentage of the price of the alcohol but rather by the gallon. The “dime a drink” idiom is used to simplify the discussion of the strategy. There is no discussion about changing the methodology of the tax, only to raise the tax per gallon.

In 2015, Texans for Safe and Drug-Free Youth (TxSDY) developed a report called [*The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas*](#). The report was updated to reflect more recent data. According to the [*updated 2018 TxSDY report*](#), 10,647 Texans die each year from

excessive alcohol use, and 1,495 of those deaths are due to alcohol-related crashes. Additionally, excessive drinking costs Texas \$22 billion per year (roughly \$740 per Texan), primarily in law enforcement and health-related impacts. Of that total, underage drinking costs Texas \$2.4 billion per year.²

A 10-cent tax increase per drink would result in the following benefits every year:

- An additional \$917 million in revenue for Texas.
- 706 lives saved, including:
 - 131 fewer traffic deaths.
 - 86 fewer cancer deaths.
 - Over 40,000 fewer underage drinkers.
 - 364 fewer teen pregnancies.
 - 5,347 fewer sexual assault cases (in cases where alcohol was used by the perpetrator).

In 2022, TxSDY commissioned Baseline & Associates to conduct a statewide public opinion survey on report content as it related to increasing alcohol excise taxes. Results showed that a majority of registered voters in Texas (55 percent) favor increasing alcohol excise taxes to support public health and safety. TxSDY educates the public and leaders on this important prevention strategy.

Promotion of Transportation Alternatives

TxDOT supports projects related to responsible transportation choices, including media campaigns and programs that directly support alternatives to driving after consuming any amount of alcohol or other drugs. As such, Texas is implementing a new countermeasure strategy called “Alternative Transportation” for the FY27-29 Triennial Highway Safety Plan.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Recommendation:** Promote the use of alternative transportation options such as Lyft, Uber, and taxi services in more remote parts of Texas.

Status: Ongoing

Background: TxDOT’s “Drive Sober. No Regrets.” statewide impaired driving campaign runs throughout the year, without break. The campaign’s call to action is “Always choose a sober ride.” Messaging focuses on the importance of finding a sober ride and the many options available. Options include getting a sober friend or family member to drive you, calling a rideshare or taxi, using public transportation, or just staying put until you are sober enough to drive. Outreach events in high-risk markets for impaired driving fatalities take place seasonally around Spring Break, the 4th of July, Labor Day, football season, and the end-of-year holidays. At events, visitors are asked to take a short five-question survey about the event exhibition and to share feedback on what more they think TxDOT can do to address impaired driving in their community. Survey participants are given an Uber rideshare gift card in the amount of \$25 and are encouraged to use it in lieu of driving impaired.

² Texans for Safe and Drug-Free Youth. *The Effects of Alcohol Excise Tax Increases on Public Health and Safety in Texas*. https://txsdy.org/wp-content/uploads/2020/07/TxSDY_Effects_Alcohol_Excise_Report.pdf

Reduction in Underage Access to Alcohol in Social Settings

Social hosts are individuals who provide a setting, whether a home or private property, where underage drinking occurs. Social use settings can result in numerous negative consequences, including vandalism, impaired driving, alcohol poisoning, and sexual assault. Emergency responses to these settings place a costly burden on communities—especially police, fire, and emergency medical services.

TxSDY trains and works with coalitions across the state to educate communities on the dangers of underage drinking parties and the importance of holding social hosts accountable for the costs these parties impose on communities. Coalitions educate communities on current laws regarding providing alcohol to minors as well as the importance of youth waiting to consume alcohol until age 21 to reduce the likelihood of negative consequences associated with use, such as alcohol addiction and impaired driving.

TxSDY also trains law enforcement on controlled party dispersal so law enforcement can respond to parties and ensure the safety of youth attendees and the surrounding community. Where social host ordinances have been passed, TxSDY provides support to law enforcement and communities to develop standard operating procedures for enforcing those laws.

Conduct of Community-Based Programs

TxDOT supports utilizing community-based programs that reach target audiences in diverse settings, including:

- Advocacy Groups
- Coalitions
- Community and Professional Organizations
- Driver Education Programs—Public and Private
- Employers and Employer Networks
- Faith-Based Organizations
- Local and State Safety Programs
- Parents and Caregivers
- Public Health Institutions
- Schools—Public, Private, and Charter (inclusive of K–12 and Institutions of Higher Education)
- Statewide Organizations

Schools and Education

In educational environments, community-based programs use public information, education materials and simulators, and training initiatives to engage students in learning. The goal is to educate and train parents and caregivers, school staff, support personnel, employers, and employees to change social norms, thereby reducing alcohol and drug misuse and abuse as well as impaired driving.

Texas driver education schools licensed or certified by the Texas Department of Licensing and Regulation (TDLR) and public-school driver education providers certified with the State Board for Educator Certification provide Texas' young drivers alcohol and drug awareness instruction. This is a segment that is included in the state driver education course curriculum. This early education is designed to prevent young drivers from getting behind the wheel while impaired.

In addition, through the Youth Transportation Safety (YTS) program, Texas provides a variety of programs to address impaired driving needs in schools across three age levels. YTS deploys peer-to-

peer programs throughout the state at the junior high, high school, and college levels. These TxDOT-funded projects focus on empowering youth to become safety advocates within their schools and address some of the main causes of car crashes, particularly impaired driving. The Teens in the Driver Seat® (TDS) and U in the Driver Seat (UDS) programs use health prevention and behavior change theories to drive program focus areas and educational resource development.

Similarly, the National Safety Council (NSC) Alive at 25 Program has been incorporated into some municipal courts, and teens may be required to participate in the program. Alive at 25 has also been incorporated into training programs with businesses that employ people under 25 years in age as well as employees who have teens.

The TxDOT-funded Travis County Underage Drinking Prevention Program (TCUDPP) provides underage drinking prevention/anti-DWI/DUI presentations to youth and parents/guardians in Travis, Hays, and Williamson Counties. The TCUDPP presentations are given at the elementary, high school, and early college levels.

The Take the Wheel initiative, a TxDOT-funded program administered by MADD, is a multidimensional awareness initiative that focuses on key segments of law enforcement, community stakeholders, and at-risk populations in highly impaired driving threat areas. The program aims to engage the community, schools, law enforcement, and local stakeholders. MADD's program specialists are active with local coalitions, community organizations, and school districts in conducting presentations and participating in community and law enforcement support and outreach.

MADD implements two underage drinking prevention programs: Power of Parents® and Power of You(th)®. The Power of Parents® program empowers parents of middle school and high school students with evidence-based strategies to have ongoing, intentional conversations about the dangerous consequences of underage drinking and other drug use. The Power of You(th)® program provides teens and young adults (ages 12–20) with research-based information on the dangers of underage drinking and other drug use. MADD wants to prepare teens and young adults to resist peer pressure, empower them to take the next step, and influence their friends to make the right choices. Under the Power of You(th)® program, MADD has a teen influencer program. The teen influencer program is a group of committed alcohol- and drug-free high school students who serve as the youth voice for underage drinking prevention in their local area. They work to support quality prevention efforts in schools and communities by implementing youth-centered projects.

The American Automobile Association Texas (AAA Texas) conducts Dare to Prepare teen driver workshops to educate teens and their parents on the risks associated with teen driving, including alcohol- and drug-impaired driving. The organization also works with coalitions and the media to educate people on impaired driving dangers and to encourage safe rides.

Texas A&M AgriLife Extension educates students, faculty and staff, parents, and community members on underage drinking prevention strategies and the dangers of vaping, impaired driving, marijuana, and other drugs. Education is done through a short presentation followed by hands-on activities.

TxSDY educates and trains communities and leaders on evidence-based strategies (including related NHTSA recommended countermeasures) that prevent alcohol and other drug misuse among youth and young adults, as well as the associated negative consequences of impaired driving. TxSDY works to implement population-level strategies that make it more difficult for youth to obtain impairing substances and easier for them to make healthier and safer choices. In addition to providing training,

TxSDY conducts technical assistance, regional events, conferences, stakeholder meetings, media advocacy, and media campaigns. The organization also monitors and evaluates policies that affect youth access to impairing substances and/or have an impact on impaired driving and makes recommendations for improved public health and safety (e.g., the [Community Alcohol-to-Go Research Tool](#)).

Other community-based programs include public outreach efforts by various social service entities and organizations as a part of their core public health and safety mission. Along with that mission, community-based programs encourage and enhance health and wellness by educating communities. This includes activities launched by municipal courts, hospitals, regional education service centers, social advocacy groups, higher education institutions, and private companies. An example is municipal court programs' utilization of judges and court staff as resources on impaired driving issues in schools and communities.

Health and quality of life rely on many community systems and factors, not simply on a well-functioning health and medical care system. Making changes within existing systems, such as improving school health programs and policies, can significantly improve the health of many in the community.

Drug Impairment Training for Educational Professionals

The Texas Municipal Police Association (TMPA) received the DITEP program grant from TxDOT beginning in FY 2022 (October 1, 2021). The original DITEP program developed in 1996 was designed as a two-day course in which instructors presented information on drugs that impair and taught the practical application of the International Association of Chiefs of Police (IACP) assessment process. This assessment process included eye examinations, vital signs, and divided attention testing. Training also included demonstration and practice involving the application and interpretation of various tests.

The reinstituted two-day DITEP training course also included a one-day DITEP refresher class for those who had been through the two-day training in the past. The refresher training could also be taken by individuals who would not be carrying out an impairment assessment but would benefit from the knowledge provided by the course.

The recent Texas State NHTSA assessment highlights the critical role of youth prevention programs in combating impaired driving. MADD and the DITEP training program for law enforcement will effectively partner to enhance these efforts. MADD's extensive experience in advocacy and education, combined with DITEP's specialized training for law enforcement and educational professionals, creates a comprehensive approach to preventing drug and alcohol impairment among youth. This partnership will focus on educational initiatives, community outreach, and law enforcement training to ensure a safer environment for young individuals.

The DITEP program is designed to equip school personnel with the skills to recognize and address drug impairment among students. Following is a description of how the training is implemented:

- **Course Structure:** DITEP training is conducted as either a one-day or two-day course, tailored to the specific needs of each school or district. The first day typically provides an overview of current drug trends and societal impacts, while the second day focuses on practical skills for identifying and managing impairment.
- **Participants:** The training is intended for a wide range of school staff, including school resource officers, administrators, nurses, teachers, counselors, and other educational professionals. This scope ensures a comprehensive approach to drug impairment detection and intervention.

- **Training Content:** The program includes modules on recognizing signs of drug impairment, understanding the effects of various substances, and employing systematic evaluation techniques. It is derived from the Drug Evaluation and Classification Program (DECP) used by law enforcement.
- **Implementation:** Schools coordinate with their state's DECP coordinator to schedule and facilitate the training sessions.

The training materials and curriculum are provided by IACP and NHTSA. By implementing DITEP training and partnering with MADD, schools can proactively address drug impairment, reduce disruptions, and create a safer learning environment for students.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Recommendation:** Promote Screening and Brief Intervention (SBI) programs to college personnel.

Status: Ongoing

Background: TxSDY has an evidence-based program for college campuses, created in 2009, that helps reduce underage and risky drinking behaviors among students. Program evaluations show that after participating in the program, students drink less and engage in fewer risky behaviors, such as impaired driving. TxSDY continues this beneficial SBI program for college campuses in a limited capacity due to funding. At present, one campus can participate in TxSDY's SBI campus program a year.

- B. **Recommendation:** Increase funding to expand SBI programming to Texas colleges.

Status: Not Currently Being Addressed

Background: Proposals were submitted to conduct SBI activities in FY 2027. Work will begin to expand SBI programming to Texas colleges in the next fiscal year.

Employers

Building an ongoing traffic safety culture of preventing impaired driving is also achieved through employers. Transportation is the leading cause of workplace fatalities and incidents. Since 80 percent of Texans are employed or live with someone who is employed, and employees drive to and from work and may drive as a part of their job, utilizing the employer is critical to addressing impairment. The Network of Employers for Traffic Safety reported that in 2019, employers paid \$8 billion due to alcohol-impaired driving.³ Annually, employers pay significantly as a result of lawsuits and fines that may be imposed.

The workplace is an important area for prevention outreach since the impact of impaired driving not only affects the individual worker and co-workers but also the employer through lost work time, productivity, poor performance, rehiring and training costs, and potential legal liability. Employers are driven to assist employees in making lifestyle changes as a result of exposure to liability, costs, and impacts to their bottom line. Impaired driving has a significant impact on the employer—whether it occurs on or off the job. Impaired driving that occurs within someone's family can also impact the worker, co-workers, and employer. Therefore, employer training, ongoing education using a multifaceted approach and messaging, employee assistance programs, and employee health fairs offer important opportunities to address driver behavior in the area of impairment.

³ Network of Employers for Traffic Safety. *Cost of Motor Vehicle Crashes to Employers—2019*.
<https://trafficsafety.org/road-safety-resources/public-resources/cost-of-motor-vehicle-crashes-to-employers-2019>

NSC develops and delivers evidence-based training on substance misuse and the impact to the workplace in the programs Our Driving Concern and Workplace Impairment Training. These education programs focus on the risks and costs associated with impaired driving, as well as the promotion of substance use and misuse policies, including impaired driving. All programming is customized with Texas data, and resources are deployed according to the TxDOT-identified priority areas outlined in the HSP.

Recommendations from the 2026 Impaired Driving Technical Assessment

No recommendations for this section.

Community Coalitions and Traffic Safety Programs

In order to capitalize on the potential impact that community outreach can make on the impaired driving problem, Texas utilizes a variety of organizations to raise awareness and purposefully impact behavior. These organizations include those groups that both have and have not historically addressed traffic safety.

TxDOT has worked to create and facilitate the continuation of local coalitions. The local nature and membership diversity of these coalitions allow for effective dissemination of information and provide for input at the state level for strategic and operational initiatives.

Many of the 25 TxDOT districts support local traffic safety coalitions that include a focus on impaired driving. The TxIDTF participates in these and other local community coalitions to educate stakeholders about the impaired driving problem and serve as a conduit of information between the state and local stakeholders.

TxSDY works with community coalitions throughout the state, including those funded to prevent underage alcohol and cannabis use and associated consequences such as impaired driving. TxSDY's work includes hosting regional forums and training courses based on initiatives that start at the community level to address impaired driving. This provides organizations opportunities to leverage efforts and resources to reduce underage alcohol use and impaired driving.

Because youth are crucial stakeholders in preventing underage alcohol and cannabis use and impaired driving, TxSDY maintains its Youth Leadership Council (YLC) with members from communities around the state. TxSDY teaches YLC members how to select and implement effective prevention strategies and trains them in public speaking, strategic planning, and leadership skills. This successful program has resulted in YLC members receiving recognition from national groups for their leadership and contributions to prevention. Current YLC members, YLC IDPCs, and YLC alum model effective leadership and collaboration by co-training and facilitating with TxSDY staff at these events.

The YTS program has also established two advisory boards consisting of both high school and college students known as the Teen Advisory Board and Collegiate Advisory Board. These boards serve as leadership opportunities for youth to work with other youth engaged in prevention across the state. Members of the advisory board often work directly with community or school partners and assist YTS with development of new initiatives and resources.

The Take the Wheel initiative, funded by TxDOT and administered by MADD, is dedicated to educating communities about the prevention of DWI and DUI. The program staff collaborate closely with TxDOT community coalitions and DWI task forces across the state, actively participating in community outreach events. These events provide a platform to share important information on preventing impaired driving.

Additionally, the initiative engages in law enforcement outreach, equipping local law enforcement officers with the latest information on DWI/DUI and underage drinking prevention, detection, and enforcement. MADD also organizes impaired driving roundtable discussions that bring together judges, prosecutors, probation officers, law enforcement officials, and community stakeholders to collectively address issues related to drunk and drugged driving in the community.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Recruit leadership from the Texas treatment and mental health communities to serve on the TxIDTF.

Status: Ongoing

Background: MADD convenes roundtable discussions on impaired driving, uniting diverse community stakeholders to collaboratively address issues related to both drunk and drugged driving. MADD can engage leading treatment and mental health organizations by inviting them to participate in its local MADD Roundtable and highlighting the importance of incorporating mental health and treatment perspectives to tackle impaired driving.

Subsequently, MADD can extend an invitation to join the TxIDTF, explaining that its participation offers a meaningful platform to contribute to state policy, advocate for their communities, and broaden professional networks. MADD will further emphasize that this collaboration enables members to address the underlying causes of impaired driving, enhance public health outcomes, and benefit from shared resources.



CRIMINAL JUSTICE SYSTEM

The impaired driving program in Texas engages all facets of the criminal justice system, including law enforcement, prosecution, judiciary, and community supervision and correction departments (CSCDs, or probation). This section details how Texas addresses the engagement of the criminal justice system in the state's impaired driving program.

Laws

The Texas statute information is detailed according to the following:

- Penal Code (PC)—Comprised of laws relating to crimes and offenses and the penalties associated with their commission.
- Transportation Code (TC)—Comprised of definitions, rules, offenses, and penalties for activities related to the transportation system as well as safety requirements.
- Alcoholic Beverage Code (ABC)—Comprised of statutes related to the sale and consumption of alcoholic beverages and age-related alcohol offenses, including DUI by a minor.
- Code of Criminal Procedure (CCP)—Comprised of statutes related to the procedure for the administration of criminal law.
- Health and Safety Code (HSC)—Comprised of statutes and regulations related to controlled substances, healthcare rules and regulations, and offenses related to the same.

The state legislative branch enacts impaired driving laws that are sound, rigorous, and enforceable. These laws are clearly defined in offenses and contain provisions that facilitate effective enforcement

while establishing effective consequences. Details related to these laws and how Texas criminal justice stakeholders address each are included in Table 3.

Table 3. NHTSA Recommended Laws, Provisions for Law Enforcement, and Penalties for Impaired Driving

NHTSA Recommendations	Texas Statutes and/or Commentary
Driving while impaired by alcohol or other drugs (whether illegal, prescription or over the counter) and treating both offenses similarly.	PC 49.01(2) defines intoxication as caused by “alcohol, a controlled substance, a drug, a dangerous drug, a combination of two or more of those substances, or any other substance into the body.” This definition allows DWI and related offense prosecution by impairment caused by anything. Yes, anything. This is perhaps the most inclusive statute in the nation.
Driving with a BAC limit of .08 grams per deciliter, making it illegal “per se” to operate a vehicle at or above this level without having to prove impairment.	PC 49.01(1) and (2)(B) Definitions TC 724.001(9) Definitions
Driving with a high BAC (i.e., .15 BAC or greater) with enhanced sanctions above the standard impaired driving offense.	PC 49.04(d) DWI First-time offenders with a BAC over 0.15 or more at the time of testing may be charged with a Class A misdemeanor, the highest misdemeanor punishment under the law. CCP 42A.102(b)(1)(B) First-time offenders with a BAC over 0.15 at the time of testing are not eligible for a deferred adjudication sentence. CCP 42A.408(c)(1) Requires an ignition interlock device, as a condition of community supervision, for offenders convicted of DWI with a BAC over 0.15.
Zero tolerance for underage drivers, making it illegal “per se” for people under age 21 to drive with any measurable amount of alcohol in their system (i.e., .02 BAC or greater).	ABC 106.041 Driving or Operating Watercraft Under the Influence of Alcohol by a Minor Texas statute provides that a person <21 commits an offense if they operate a motor vehicle in a public place with any detectable amount of alcohol. Minors can be charged with the higher offense of DWI if their BAC is 0.08 or above, or if they were “intoxicated” (loss of normal use of mental or physical faculties due to the introduction of alcohol, a controlled substance, a drug, a dangerous drug, a combination of two or more of those substances, or any other substance into the body).
Repeat offender with increasing sanctions for each subsequent offense.	PC 49.09 Enhanced Offenses and Penalties and ABC 106.041(c) Driving or Operating Watercraft Under the Influence of Alcohol by a Minor.

NHTSA Recommendations	Texas Statutes and/or Commentary
	Texas frequently sentences its worst repeat DWI offenders with life sentences.
BAC test refusal with sanctions at least as strict or stricter than a high BAC offense.	TC 524.022 Period of Suspension While there is no criminal penalty for refusing to submit to BAC testing, jurisdictions have implemented “no-refusal” programs where magistrates are on call to issue blood search warrants for impaired driving suspects that refuse testing. The refusal itself may also be admissible in a subsequent prosecution (TC 724.015(a)(1)) and may result in automatic license suspension (TC 724.015(a)(2)).
Driving with a license suspended or revoked for impaired driving, with vehicular homicide or causing personal injury while driving impaired as separate offenses with additional sanctions.	TC 521.202(a)(1) Ineligibility for License Based on Certain Convictions TC 521.292 Department’s Determination for License Suspension TC 521.457 Driving While License Invalid
Open container laws, prohibiting possession or consumption of any open alcoholic beverage in the passenger area of a motor vehicle located on a public highway or right-of-way (limited exceptions are permitted under 23 U.S.C. 154 and its implementing regulations, 23 CFR Part 1270).	PC 49.04(c) Driving While Intoxicated (enhances open container punishment if committed at the same time as DWI) PC 49.031 Possession of Alcoholic Beverage in a Motor Vehicle (stand-alone violation)
Primary seat belt provisions do not require officers observe or cite a driver for a separate offense other than a seat belt violation.	TC 545.413 Safety Belts; Offense TC 545.412 Child Passenger Safety Seat Systems; Offense
Authorize law enforcement to conduct sobriety checkpoints, (i.e., stop vehicles on a nondiscriminatory basis to determine whether operators are driving while impaired by alcohol or other drugs).	Texas does not have a statute allowing sobriety checkpoints to be conducted in the state. Texas courts have ruled sobriety checkpoints cannot be established without legislative enactment. Repeated attempts to pass such a law have failed.
Authorize law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers.	Use of passive alcohol sensors is permitted, but the quantitative results are not admissible in court; however, the results can be used to establish the basis for probable cause to arrest or for a search warrant if a subject refuses to provide a specimen.

NHTSA Recommendations	Texas Statutes and/or Commentary
Authorize law enforcement to obtain more than one chemical test from an operator suspected of impaired driving, including preliminary breath tests, evidential breath tests, and screening and confirmatory tests for alcohol or other impairing drugs.	TC 724.012(a) Taking of Specimen An officer may obtain one or more samples of breath and/or blood.
Require law enforcement to conduct mandatory BAC testing of drivers involved in fatal crashes.	TC 724.012(b) Taking of a Specimen Texas has requirements for a mandatory specimen for certain offenses, including fatalities. The original law allowed officers to take a specimen without a warrant, including if the defendant refused to voluntarily provide one. While <i>Missouri v. McNeely</i> no longer allows involuntary blood draws to occur without either exigent circumstances or a warrant, the Texas law itself still requires that a specimen be taken for those certain offenses. For that reason, law enforcement frequently still applies for a blood search warrant in such circumstances.
Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test.	TC Chapter 524 Administrative Suspension of Driver's License for Failure to Pass Test for Intoxication TC 724.015(a)(2) Automatic Suspension of At Least 180 Days for Refusing to Give a Specimen
Prompt and certain administrative license suspension of at least 90 days for first-time offenders determined by chemical test(s) to have a BAC at or above the state's "per se" level or of at least 15 days followed immediately by a restricted, provisional or conditional license for at least 75 days, if such license restricts the offender to operating only vehicles equipped with an ignition interlock.	TC 724.032 Officer Duties for License Suspension; Written Refusal Report TC 724.033 Issuance by Department of Notice of Suspension or Denial of License TC 724.035 Suspension or Denial of License TC 524.022 Period of Suspension TC 521.2465 Restricted License
Enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization or forfeiture; intensive	PC 49.09 Enhanced Offenses & Penalties TC 521.246 Ignition Interlock Device Requirements TC 521.248 Order Requirements TC 521.342 Person Under 21 Years of Age TC 521.344 Suspensions for Offenses Involving Intoxication TC 521.345 Suspension Under Juvenile Court or Under of Court Based on Alcoholic Beverage Violation by Minor TC 521.372 Automatic Suspension, License Denial

NHTSA Recommendations	Texas Statutes and/or Commentary
supervision and electronic monitoring; and threat of imprisonment.	CCP 42A.408 Use of Ignition Interlock Devices CCP 17.441 Conditions Requiring Motor Vehicle Ignition Interlock TC 524 Administrative Suspension of Driver's License for Failure to Pass Test for Intoxication TC 521.457 Driving While License Invalid TC 521.2465 Restricted License
Assessment for alcohol or other drug abuse problems for all impaired driving offenders and, as appropriate, treatment, abstention from use of alcohol and other drugs, and frequent monitoring.	Texas does not have a statute that requires assessment for alcohol or other drug abuse problems specifically for all impaired driving offenders. However, for all community supervision cases, CCP 42A.257 and 42A.402 mandate evaluations for alcohol and drug rehabilitation. Also, CCP 17.15 allows for reasonable bail conditions that can and often do include an assessment for alcohol or drug abuse, abstention from drugs and alcohol, random drug testing, and sometimes treatment. CCP 17.441 also outlines when a motor vehicle ignition interlock device is required as a condition of bond.
Driver license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs.	There are mandatory license suspensions for both underage drinking-related offenses and use of illicit drugs: ABC 106.071 Punishment for Alcohol Related Offense by Minor TC 521.342(a)(4) License suspension for committing offense under the Texas Dangerous Drug Act.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Mandate a DWI tracking system to make sure that the records systems communicate data in a unified system.

Status: Requires Legislative Action

Background: In FY 2025, TxDOT sponsored a project to establish a DWI tracking system. This project is currently underway. Additionally, Under Articles 17.51 and 17.52 of the Code of Criminal Procedure, which took effect in 2022, all bond conditions set by magistrates are required to be reported to a statewide database maintained by TxDPS. This mandatory inclusion into the Texas Crime Information Center represents a positive step toward a statewide DWI tracking system.

- B. **Priority Recommendation:** Enact enhanced penalties for refusals and 0.15 and greater alcohol concentrations to give prosecutors an effective tool in obtaining DWI convictions and subsequent supervision and, if appropriate, treatment.

Status: Requires Legislative Action

Background: Currently, Texas law authorizes implied consent testing, blood draw warrants, and administrative sanctions for refusal. "No Refusal" initiatives support enforcement. Penalties for first-time DWI offenses range from a Class B misdemeanor (minimum 72 hours confinement and up

to \$2,000 fine) to a Class A misdemeanor for BAC $\geq$ 0.15 (up to one year confinement and \$4,000 fine). Enhanced penalties exist for repeat offenses and other aggravating factors.

- C. **Recommendation:** Advocate for permissible DWI checkpoints to be available should law enforcement choose to utilize them.

Status: Requires Legislative Action

Background: Historically, bills proposing sobriety checkpoints in Texas do not advance beyond the House process, and many never reach a House floor vote at all. Due to long-standing constitutional and legal constraints under state law, Texas has not adopted a statutory framework authorizing sobriety checkpoints. While sobriety checkpoints are permitted and widely used in many states, Texas courts have repeatedly determined that roadside stops not based on individual suspicion, when conducted for the primary purpose of detecting impaired driving, are unlawful without explicit statewide legislative authorization. Despite opportunities to establish such a framework, the Texas Legislature has not enacted legislation authorizing sobriety checkpoints, and existing case law makes clear that local- or agency-level implementation is not permissible under current law. As a result, Texas can consider passing legislation, but sobriety checkpoints are not a viable enforcement option in Texas and are unlikely to be adopted in the foreseeable future. In response, Texas continues to support and rely on legally permissible, evidence-based impaired-driving countermeasures, including No-Refusal initiatives, Select Traffic Enforcement Period (STEP), Impaired Driving Mobilization (IDM) multi-jurisdictional enforcement operations, and sustained public education campaigns, which collectively provide effective deterrence while remaining fully consistent with Texas constitutional standards.

- D. **Recommendation:** Standardize community supervision programs to foster consistency, accountability, and evaluation for efficacy.

Status: Not Currently Being Addressed

Background: Evidence-based best practices for community supervision emphasize tailored, risk-based, and individualized approaches. These standards prioritize the use of validated assessments to identify each individual's specific risks and needs, rather than relying on one-size-fits-all policies across the supervision population. As an initial step toward strengthening these practices, jurisdictions can promote the consistent use of validated DWI assessment tools for individuals under community supervision. Implementing standardized, evidence-based DWI assessments across jurisdictions supports more informed supervision strategies, enhances public safety, and improves outcomes by aligning interventions with assessed risk and need.

- E. **Recommendation:** Establish a uniform reporting process for ignition interlock violations.

Status: Not Currently Being Addressed

Background: A proposal was submitted for FY 2027 to evaluate this concern. The project aims to assess the feasibility of obtaining and linking IID data statewide to develop a standardized framework for collection and analysis. This framework will enable Texas to track compliance, violations, and recidivism, analyze patterns, compare provider performance, measure program effectiveness, and support evidence-based decision-making. These capabilities are not currently possible under the existing IID data landscape.

Enforcement

Texas law enforcement includes officers/agents from TxDPS (including but not limited to Texas Highway Patrol), TABC, Texas Parks and Wildlife, police agencies (municipalities, universities, school districts, special districts, etc.), sheriff's offices, and constable precincts. One of the primary goals of the 2026 Impaired Driving Technical Assessment was to increase driving while intoxicated/driving under the influence of drugs training for Texas law enforcement officers. For a statewide program to be effective, law enforcement officers must be educated and, subsequently, motivated to recognize DWI as an important component of their enforcement activities.

Texas has provided long-standing programs on DWI topics, including boating while intoxicated (BWI), drugged driving offenses, SFST, courtroom testimony, and blood search warrant procedures on a statewide basis. Texas also supports the DECP, which provides opportunities for law enforcement officers to become Drug Recognition Experts (DREs). Opportunities for training in Advanced Roadside Impaired Driving Enforcement (ARIDE) and DITEP are also available.

Texas has developed integrated professional relationships between law enforcement, prosecutors, judicial educators, advocacy groups, and prevention specialists that have helped to usher in initiatives that have a positive impact on impaired driving-related fatalities. One of the tools that law enforcement officers use is LEADRS. LEADRS was designed by prosecutors, law enforcement officers, and judges to assist law enforcement officers in DWI report writing.

TABC's Target Responsibility for Alcohol Connected Emergencies Program

TABC has implemented a program called Target Responsibility for Alcohol Connected Emergencies (TRACE). TRACE is a law enforcement operation that investigates the source of DWIs resulting in serious bodily injury and/or death and other alcohol-related emergencies resulting in serious bodily injury and/or death. All local law enforcement and first responders may contact TABC for assistance when investigating an alcohol-related incident resulting in serious bodily injury or death that involves a minor or someone suspected of being served at a TABC-licensed location. To facilitate incident reporting, TABC has established a hotline for emergency responders and law enforcement personnel. Any Texas emergency responder or law enforcement personnel may use the number to contact TABC regardless of location. Calls will be dispatched to TABC law enforcement personnel located throughout Texas. TABC agents will determine where the alcoholic beverages were acquired, purchased, or served.

Publicizing High-Visibility Enforcement

Texas has an integrated approach that combines enforcement initiatives with targeted public information and education campaigns. TxDOT works closely with local and state law enforcement agencies to initiate media campaigns in the form of events, distributed education materials, and earned/purchased media.

One example of implementing high-visibility enforcement is the no-refusal strategy. No-refusal is a high-profile, organized enforcement strategy designed to combat intoxicated driving. This strategy generally brings law enforcement, prosecutors, magistrates, and medical personnel together in a concerted effort to successfully arrest, prosecute, and convict intoxicated drivers. Through this strategy, law enforcement can quickly obtain search warrants from on-call magistrates to take blood samples from suspected intoxicated drivers who refuse breath or blood tests. While a driver has the right to refuse a breath or blood test, the consequence for doing so is the suspension of driving privileges through the

[Administrative License Revocation Program](#). No-refusal initiatives thus take away the driver's ability to refuse to provide scientific evidence of intoxication.

High-visibility enforcement initiatives are publicized at the local level in conjunction with when the activities are deployed (i.e., full time, holidays, or weekends). The statewide media campaigns that address impaired driving in general augment the local marketing of these initiatives. No-refusal initiatives currently operate in different jurisdictions throughout the state. IDM initiatives are a good example of how high-visibility enforcement is publicized using local and statewide media.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Mandate a DWI tracking system to ensure the records systems communicate data in a unified system.

Status: Requires Legislative Action

Background: Texas supports improving statewide DWI data sharing across all 254 counties and recognizes the benefits of a more unified tracking approach. Better coordination could strengthen case tracking from arrest through final disposition, improve data quality, reduce duplicate reporting, and support data-driven decision-making. However, requiring all jurisdictions to adopt a single, mandated system presents practical challenges due to wide variation in existing records systems, local governance structures, funding levels, and operational needs. While collaboration and improved interoperability are achievable goals, a statewide mandate is not feasible within Texas' decentralized justice system.

- B. **Priority Recommendation:** Pass legislation or change court rules to allow for video testimony by toxicologists and other lab personnel for routine testimony.

Status: Requires Legislative Action

Background: Prosecutors are collaborating with forensic laboratories and other justice system stakeholders to draft proposed legislation that would authorize the use of video testimony by toxicologists and other laboratory personnel for routine matters. This effort is intended to address staffing constraints, reduce travel and court appearance burdens on laboratory staff, minimize case delays, and promote more efficient use of limited forensic resources while preserving defendants' rights and the integrity of the judicial process.

- C. **Priority Recommendation:** Require an SFST update or recertification after academy graduation and the completion of the Field Training Officer program for all officers. Require an SFST update course every three years.

Status: Not Currently Being Addressed

Background: Texas maintains that SFST proficiency must be maintained beyond initial academy training to ensure consistent, high-quality impaired-driving enforcement. Requiring an SFST update after completion of the Field Training Officer program would reinforce proper application of skills, while SFST update training every three years helps ensure officers remain current with the most recent NHTSA curricula improving the evidentiary value of SFSTs in court. The Texas Commission on Law Enforcement requires 40 total hours per two-year training cycle, including a mandated 16-hour Advanced Law Enforcement Rapid Response Training course and a 4-hour Legislative Update. Making SFST updates after academy graduation or at the completion of field training as well as every three years a mandatory requirement would be challenging and an unrealistic burden on local law enforcement agencies. The solution is to continue to make all SFST training courses available to officers and agencies at their request through the currently established state SFST Program.

- D. **Recommendation:** Expand the DRE officers' geographic area they are allowed to cover to provide service to smaller agencies that lack a DRE.

Status: Not Currently Being Addressed

Background: Texas affirms the value of expanding the geographic coverage of DREs to improve access for smaller and rural agencies, particularly given the challenge of providing equitable coverage across the state's 254 counties. Texas acknowledges the need to address logistical considerations such as on-call protocols, response times, and officer safety through coordinated regional planning and mutual aid agreements, while preserving both program integrity and operational effectiveness. Those issues and the sharing of DREs with other jurisdictions are at the discretion of the agency employing the DRE and are out of control of the State Drug Evaluation and Classification Program. The state should explore the possibility of establishing an on-call system to compensate DREs performing drug influence evaluations for outside agencies.

- E. **Recommendation:** Expand the use of multi-jurisdictional enforcement efforts in rural areas, allowing small local agencies to participate alongside TxDPS and the county sheriff's office.

Status: Ongoing

Background: Texas currently supports and favors the expanded use of multi-jurisdictional impaired-driving enforcement efforts, particularly in rural areas. These collaborations allow smaller local agencies to participate in high-visibility enforcement alongside TxDPS and county sheriff's offices, maximizing limited resources and increasing deterrence across broader geographic regions.

- F. **Recommendation:** Consider passing legislation to allow sobriety checkpoints as another tool for those areas in which it might be effective.

Status: Requires Legislative Action

Background: Historically, bills proposing sobriety checkpoints in Texas do not advance beyond the House process, and many never reach a House floor vote at all. Due to long-standing constitutional and legal constraints under state law, Texas has not adopted a statutory framework authorizing sobriety checkpoints. While sobriety checkpoints are permitted and widely used in many states, Texas courts have repeatedly determined that roadside stops not based on individual suspicion, when conducted for the primary purpose of detecting impaired driving, are unlawful without explicit statewide legislative authorization. Despite opportunities to establish such a framework, the Texas Legislature has not enacted legislation authorizing sobriety checkpoints, and existing case law makes clear that local- or agency-level implementation is not permissible under current law.

As a result, Texas can consider passing legislation, but sobriety checkpoints are not a viable enforcement option in Texas and are unlikely to be adopted in the foreseeable future. In response, Texas continues to support and rely on legally permissible, evidence-based impaired-driving countermeasures, including No-Refusal initiatives, STEP, IDM multi-jurisdictional enforcement operations, and sustained public education campaigns, which collectively provide effective deterrence while remaining fully consistent with Texas constitutional standards.

Prosecution

Texas has strong support at the state and local level prosecuting DWI and DUI offenders. TDCAA supports the traffic safety resource prosecutor (TSRP). This association provides technical assistance, training, education, and case resources for prosecutors handling impaired driving cases. The TSRP has been a long-standing, critical member of the TxIDTF and is instrumental in integrating representatives from law enforcement through adjudication to improve DWI prosecution. The TSRP has also been a

significant champion of no-refusal initiatives by providing training and technical assistance throughout the state.

At the local level, prosecutors have implemented integrated approaches to address their jurisdiction's impaired driving problem. Texas' elected prosecutors hold DWI prosecution to be a priority of their offices. Prosecutors are members of the TxIDTF and provide a practical perspective related to processing DWI cases through the criminal justice system. Many of these prosecutors are responsible for implementing no-refusal programs in their jurisdictions, devote time and resources to developing localized DWI task forces, and work to train law enforcement on DWI procedures and enforcement strategies.

The Texas Municipal Courts Education Center (TMCEC) trains and provides technical assistance to prosecutors on prosecuting juvenile DUI cases. The combination of the TSRP and local prosecutors offers the benefit of diverse perspectives in prosecuting DWI cases.

DPS Crime Labs—Toxicology

The DPS Crime Laboratory was appropriated funding by the legislature in 2023 to enhance the capacity of toxicological services. This provided additional personnel, instrumentation, and funding to remodel the laboratory to better support the additional resources.

The laboratory has successfully added all additional personnel and is actively training while the construction is in progress. The team has purchased and validated new instrumentation and has validated new methods to improve efficiency. The backlog has been significantly reduced due to outsourcing of cases in addition to utilizing more efficient workflow processes to better streamline analysis. Once construction is complete and all new analysts are trained, the laboratory will be better suited to keep up with the increase of toxicological analysis in drug driving cases.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Pass legislation or change court rules to allow for video testimony by toxicologists and other lab personnel for routine testimony.
Status: Requires Legislative Action
Background: Prosecutors are collaborating with forensic laboratories and other justice system stakeholders to draft proposed legislation that would authorize the use of video testimony by toxicologists and other laboratory personnel for routine matters. This effort is intended to address staffing constraints, reduce travel and court appearance burdens on laboratory staff, minimize case delays, and promote more efficient use of limited forensic resources while preserving defendants' rights and the integrity of the judicial process.
- B. **Priority Recommendation:** Mandate that any DWI diversion programs be subject to judicial oversight, with specific standardized requirements.
Status: Requires Legislative Action
Background: Existing constitutional provisions constrain the judiciary's authority to supervise or mandate conditions for diversion programs. Implementation of this recommendation would require a constitutional amendment to clearly authorize such oversight and establish a consistent statewide framework.
- C. **Priority Recommendation:** Mandate a DWI tracking system to ensure the records systems communicate data in a unified system.
Status: Ongoing

Background: In FY 2025 and FY 2026, TxDOT funded a project to create a DWI tracking system for Texas. TxIDTF, TRCC, LEADRS, and TxDOT will partner with TTI researchers to develop a set of requirements and rationale for creating the DWI tracking system. This process will help define the data elements to be captured, verify the integration compatibility of data capturing systems, and determine how to engage jurisdictions across Texas. A white paper/technical report will be generated as part of the investigation.

- D. **Recommendation:** Establish a compensation program to encourage DRE officers to assist cross-jurisdiction to alleviate the shortage of and demand for DRE officers as needed.

Status: Not Currently Being Addressed

Background: The TSRP, in coordination with the DRE Coordinator and TxDOT Administration, are discussing a potential compensation program. Stakeholders need to assess feasibility, funding mechanisms, and operational impacts of compensating DRE officers for cross-jurisdictional assistance.

Adjudication

Different types of courts have specific roles in dealing with the impaired driving problem in the state. The TxDOT Alcohol and Other Drug Countermeasures Program has worked to improve communication between each of these courts.

The Texas court system becomes involved in a DWI case within 48 hours of arrest, when the offender appears before a magistrate who sets bond and appropriates conditions of bond, including mandatory controlled substance testing and/or installation of an IID.

Bond conditions are important in DWI cases because the conditions restrict and monitor the defendant's behavior until the case is finalized. Courts are encouraged as a best practice, and in some cases mandated by statute, to order IID and other alternatives as a condition of bond to keep the community safe while the case is being processed through the criminal justice system.

After a charging instrument is filed with a trial court, that court oversees the disposition of the case. Impaired driving defendants have the right to a trial by jury for both the guilt/innocence and punishment phases of a trial. However, the majority of DWI cases will be disposed via plea bargain. Trial courts include specialized treatment courts where criminogenic risk factors and substance abuse issues are addressed with daily supervision from a specialized staff, with the goal of addressing the root cause of impaired driving: abuse of alcohol and other drugs. Specialty courts also address other issues, such as lack of work, family problems, and potential presence of an addiction.

Courts without a specialized treatment method use more traditional approaches to DWI case management. These courts are encouraged to ensure the close monitoring of DWI offenders through the use of IIDs and other alcohol monitoring and detection devices.

Each of the different courts has a statewide association that is funded to provide technical assistance and education specifically related to impaired driving. These different associations come together once a year to provide education to all courts on issues impacting adjudication of impaired driving cases. This aggregation of the judiciary and practical continuing education has proven to be a critical catalyst in advancing solutions that address the problem of impaired driving as well as traffic records and other traffic safety issues. The associations also independently provide education on impaired driving to their constituencies.

Texas has instituted specialty courts that are able to address the adjudication and treatment aspects of the impaired driving problem. Members of the TxIDTF have trained judges in smaller jurisdictions to employ the precepts of treatment protocols from these specialty treatment courts to create hybrid approaches.

Courts that handle underage alcohol offenses and public intoxication can prevent individuals from driving impaired in the first place. TMCEC trains judges, prosecutors, and clerks on effectively handling underage alcohol and public intoxication offenses. TMCEC also provides municipal courts with technical assistance in implementing “teen court,” which is an alternative sentencing option wherein a jury of the teen defendant’s peers decides the sentence. Teen court has proven very effective at reducing recidivism due to its positive power of peer influence.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Establish accurate treatment court documentation to capture data reflecting the number and focus of each treatment court.
Status: Ongoing
Background: The Office of Court Administration (OCA) is actively working to implement this recommendation by reviewing and enhancing existing documentation and data collection processes. Efforts are focused on improving consistency, accuracy, and statewide visibility of treatment court data to better reflect program scope, population served, and operational focus. These improvements will support more informed planning, reporting, and evaluation of treatment courts across jurisdictions.
- B. **Priority Recommendation:** Require judicial supervision of diversion programs.
Status: Requires Legislative Action
Background: Implementation of this recommendation would require a constitutional amendment to expand or clarify judicial authority over diversion programs. Current constitutional provisions limit the ability to mandate judicial oversight in diversion models. As a result, legislative action would be necessary before this recommendation can be implemented.
- C. **Recommendation:** Implement an initiative to evaluate the efficacy of DWI courts and a strategy to expand their availability to all Texas residents.
Status: Ongoing
Background: Implementation of this recommendation is currently in progress through the collaborative efforts of the Texas Association of Specialty Courts and OCA. These efforts focus on assessing the effectiveness, outcomes, and best practices of existing DWI courts, as well as identifying opportunities and strategies to support equitable expansion statewide.
- D. **Recommendation:** Establish a robust training program for court staff on technological tools utilized in supervision and compliance programs.
Status: Ongoing
Background: TxDOT provides funding to the Center for Alcohol and Drug Education Studies (CADES), which partners with Smart Start, Inc. to deliver no-cost training to criminal justice professionals. These training opportunities support effective use of technological tools associated with supervision and compliance programs and are available to judges, prosecutors, probation officers, clerks, and other court administrators statewide.
<https://cades.tti.tamu.edu/trainings/ignition-interlock/>

The CSCDs are offered IID education and training on other monitoring technologies for professional credits. Additionally, judges are educated on monitoring and compliance technologies through the Texas Center for the Judiciary (TCJ), who hosts an impaired driving track during its statewide conference.

Community Supervision

Offenders who have been convicted of an impaired driving offense have three sentencing options: jail time, prison time, or community supervision (also known as probation). In most cases, the offender is placed on community supervision for a period of 6–24 months. Probation in Texas is decentralized therefore DWI cases with similar circumstances may be handled differently depending on the jurisdiction. While on community supervision, an offender may be required to:

- Complete a state-approved DWI education course within the first six months of supervision.
- Attend a victim impact panel.
- Attend recovery self-help groups.
- Complete community service (no less than 24 hours, no more than 100 hours).
- Complete an alcohol and drug evaluation to determine any substance use issues and/or complete random substance testing (usually urinalysis and/or breathalyzer).
- Complete a supportive or intensive outpatient treatment program.
- Install an ignition interlock device/alcohol monitoring device as a condition of probation.
- Obtain an occupational driver's license as a condition of probation.
- Report to a community supervision officer or designated monitoring authority.
- Pay any fines, court costs, reimbursement (probation) fees, and treatment costs ordered.

Community supervision conditions can be ordered by the court or prosecution to allow for the unique needs of each offender to be met.

Additionally, post-disposition, the court may amend these conditions at its discretion. For impaired driving offenses, the most common community supervision condition is the installation of an IID in the offender's vehicle. There are instances when an IID is mandated. Among several other factors, collateral impacts of DWI convictions spur a variety of extra (overseen by prosecutors and not by courts) diversions in DWI. Codifying and standardizing diversions would actually increase diversions. Prosecutors believe reducing collateral consequences would reduce diversions. Two major legislative changes championed by prosecutors, among others, passed the 86th legislative session and went into effect September 1, 2020. The impact of these changes will take some time to quantify.

In 2019, HB 2048 repealed TC Chapter 708. This chapter allowed surcharges from \$3,000 to \$6,000 in addition to all court fines and costs. Following the repeal, all outstanding and future surcharges were eliminated. Many license suspensions were due to nonpayment of surcharges. Such licenses were reinstated following the repeal. It is estimated that over 1,000,000 Texans had their driver's license reinstated. This legislative change takes a huge strain off prosecutors to divert DWI cases. The lost revenue is, in part, replaced by a state fine in DWI cases that applies on final conviction, which will not include probation. Since this fine makes it much more expensive to take a jail-time-served plea, it is cheaper for a defendant to take a probation offer, which gives prosecutors an actual incentive to offer offenders and courts the option to use a probation alternative.

In the mid-1980s, deferred adjudication was removed as an alternative on DWI cases. That change created several nonjudicial collateral consequences that applied to DWI convictions, including loss of

employment, increased insurance, and public record convictions on background checks. The reason for this prohibition was to prevent masking and the fact that under the laws at that time, deferred adjudication could not be used to enhance a subsequent DWI. However, over 10 years ago, Texas laws were created making deferred adjudication of family violence convictions eligible to enhance subsequent family violence convictions.

In 2019, HB 3582 paved the way for deferred adjudication in certain DWI offenses. All deferrals, however, are eligible to enhance subsequent DWIs. Subsequent offenses, cases with a BAC over 0.15, and drivers with commercial driver's licenses are not eligible. The deferral requires ignition interlock but removes all nonjudicial collateral consequences.

Parole

Parole is a conditional and discretionary release decision made by the Texas Board of Pardons and Paroles, allowing eligible inmates to serve the remainder of their sentence under community supervision by Parole Officers. In cases where an individual was sentenced to prison for an impaired driving offense, and later granted Parole, the Board may impose specific conditions related to that offense. These conditions can vary but may include the installation and maintenance of an ignition interlock device, participation in a DWI Repeat Offender Program, driving restrictions, and required attendance in substance abuse treatment or Narcotics/Alcoholics Anonymous classes.

Ignition Interlock Program

Ignition interlock is a mandated condition for certain impaired driving offenders. For those offenders on bond, an IID is ordered if the offender re-offends or if the offense is intoxication assault or intoxication manslaughter. Additionally, ignition interlock is required if the offender receives deferred adjudication, probation, had a 0.15+ BAC, the charge is a subsequent impaired driving offense, or the offender was under the age of 21 at that time of arrest.

For offenders placed on community supervision for DWI with a child passenger (after September 1, 2019), intoxication assault, or intoxication manslaughter, ignition interlock is mandated. Subsequent impaired driving offenders must also receive an IID. Effective September 1, 2015, an offender can operate a vehicle during a period of suspension if the offender installs an IID on all vehicles owned or operated by the offender. The IID must remain on all vehicles owned or operated by the offender until the suspension period is over. However, first time offenders with a BAC of 0.15 or more, or who are under the age of 21 at the time of arrest, must be given an IID when placed on probation.

Typically, an offender who is ordered to receive an IID will be required to have the device installed within 30 days of judgment, or if ordered as a condition of bond, an offender must keep the device on until the case has been adjudicated. Offenders are required to keep the device installed for half of their ordered supervision period, assuming no violations occur.

While many circumstances require an IID be ordered, courts have the judicial discretion to order a device in other cases as they see fit. Courts also have the discretion to waive the IID requirement. TTI, TMCEC, TCJ, Texas Justice Court Training Center (TJCTC), and Texas Association of Counties train judges and court staff on ignition interlock laws.

Administrative Sanctions and Driver Licensing Programs

Texas utilizes administrative sanctions related to impaired driving offenses for both adult and underage individuals. The license sanctions are intended to serve as both general and specific deterrence tactics

to prevent impaired driving. Texas provides information related to the consequences of impaired driving in statewide media campaigns. Information on graduated driver licensing, zero-tolerance laws, and IID requirements is integrated into the administrative sanctions and driver licensing program in Texas. This information is included as part of the driver education curriculum.

Administrative license revocation (ALR) is a traffic safety countermeasure that authorizes law enforcement to arrest an individual who is suspected of DWI/DUI and who either refuses to submit to a chemical test (breath or blood) or has test results that indicate a BAC above the per se limit of 0.08. Drivers are given a notice of suspension that allows the suspension to be challenged through an administrative hearing. If the suspension is either not challenged through the hearing process or is upheld during the hearing, then the driver may have their license suspended for an extended period and/or receive an occupational license that allows them to transport themselves to and from work. Table 4 lists the ALR sanctions for adults, and Table 5 lists the ALR sanctions for minors.

In addition to these administrative initiatives, Texas works with prosecution, judiciary, and community supervision professionals to maximize the use of IIDs to reduce recidivism associated with impaired driving.

Table 4. ALR Sanctions for Adults

Offense	Sanction	Basis
Refused to provide a specimen following an arrest for DWI/BWI	180 days	First offense
	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, intoxication assault, or intoxication manslaughter conviction during the 10 years preceding the date of arrest
Provided a specimen with an alcohol concentration of 0.08 or greater following an arrest for DWI/BWI	90 days	First offense
	1 year	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, intoxication assault, or intoxication manslaughter conviction during the 10 years preceding the date of arrest

Table 5. ALR Sanctions for Minors

Offense	Sanction	Basis
Refused to provide a specimen following an arrest for DWI/BWI	180 days	First offense
	2 years	If previously suspended for failing or refusing a specimen test or previously suspended for a DWI, intoxication assault, or intoxication manslaughter conviction during the 10 years preceding the date of arrest
Provided a specimen with an alcohol concentration of 0.08 or greater (or any detectable amount) following an arrest	60 days	First offense
	120 days	If previously convicted of an offense under Section 106.041, Alcoholic Beverage Code, or Sections 49.04,

for DWI/BWI or was not requested to provide a specimen following an arrest for an offense		49.07, or 49.08 Penal Code, involving the operation of a motor vehicle
	180 days	If previously convicted twice or more of an offense under Section 106.041, Alcoholic Beverage Code, or Sections 49.04, 49.07, or 49.08 Penal Code, involving the operation of a motor vehicle

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Expand the scope of the ALR Program to apply to implied consent refusal or positive chemical testing results indicating driving under the influence of substances other than alcohol.
- Status:** Requires Legislative Action
- Background:** A proposal is being drafted to incorporate implied consent and chemical testing results. Currently, there is no law for driving under the influence of substances other than alcohol. This project would seek to establish a statute to allow law enforcement to conduct statewide tests for those who are under the influence of substances other than alcohol while operating a motor vehicle. If an individual is found positive for chemical substances while operating a motor vehicle, the Texas Department of Public Safety would be able to enforce mandatory and administrative suspensions.
- B. **Priority Recommendation:** Amend the Texas Zero Tolerance statute to be applicable to use or possession of all intoxicating substances.
- Status:** Requires Legislative Action
- Background:** A proposal is being drafted to amend the Zero Tolerance statute, [Texas Alcohol and Beverage Code Chapter 106](#), to allow for additional offenses to include multiple intoxicating substances. This would allow law enforcement to cite unlawful possession of intoxicating substances other than alcohol when possessed by a minor. A conviction for an offense under this statute would result in suspensions under [Texas TC 521.342 \(2\)](#). This would not include offenses under Chapters 481, 483, and 485 of the Texas Health and Safety Code, which currently impose a suspension on minors from 18 to 21 years of age.



ALCOHOL AND OTHER DRUG MISUSE: SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION

Screening, assessment, treatment, and rehabilitation are vital components to curb the impaired driving problem. Many alcohol users are risky drinkers that both perceive themselves to be moderate drinkers and underestimate the amount of alcohol it takes to cause impairment. This overconsumption results in impaired driving. With these individuals, SBI is extremely effective. However, impaired driving behavior can also be a symptom of a more significant alcohol or drug misuse issue. When clinical needs (i.e., alcohol and other drug misuse) get in the way of a person making safe driving decisions, services should be available to address the substance misuse and therefore reduce repeat impaired driving behavior. Identifying and providing appropriate sanctions and services to individuals who are more likely to pose a threat to public safety and have further clinical needs are steps in the direction of increasing community safety and reducing recidivism in Texas.

Evidence-based screening tools provide preliminary data on an offender's potential clinical needs or risk levels. At the same time, assessment tools identify the nature of those clinical needs and intervention levels. Assessment data inform criminal justice professionals and the mental health community about which sanctions, treatment, and rehabilitation plans are appropriate for an individual offender.

The American Psychological Association defines psychological treatment as the exclusive purview of trained mental health professionals to yield healthy and adaptive change in a person's behavior, thoughts, and emotions. The major types of mental health professionals are psychologists, counselors, clinicians, therapists, clinical social workers, psychiatrists, and mental health nurse practitioners. In general, these practitioners are allowed to screen and assess individuals for clinical needs and develop treatment plans for offenders.

According to the World Health Organization, rehabilitation is a set of interventions designed to optimize a person's functioning and health. Some examples of rehabilitative interventions offered to DWI offenders in the state are DWI education classes, community service, monitoring and supervision, victim

impact panels, outpatient treatment, residential treatment, peer support groups, cognitive behavioral therapy programs, and interlock or transdermal monitoring. These rehabilitation options can be offered by any members of the legal system and the community as a whole. These services are often offered and regulated by jails, courts, CSCDs, community providers, licensing boards, and mental health providers.

The TxIDTF has members who conduct screening assessments and prescribe and directly provide rehabilitation services to DWI offenders. Currently, the task force has no representatives of the treatment community.

Screening and Assessment

Screening and assessment data allow the criminal justice system to make informed decisions about an offender's clinical needs and risk levels, which directly correlate to a community's safety and recidivism rates. There is a difference between correctional and clinical screenings and assessments. Correctional screenings and assessments tend to focus on criminogenic risk/needs, with less attention placed on an offender's clinical needs. Still, the main focus is to determine an offender's criminal risk level to reoffend and prioritize an offender's need domains for example substance use or peers. In contrast, clinical screening and assessment tools focus on an offender's clinical needs and levels of rehabilitation and treatment needed.

CSCDs use screeners and comprehensive assessment tools that incorporate validated instruments to determine appropriate treatment and supervision needs. Individuals placed on community supervision are assessed utilizing evidence-based clinical tools that assist licensed clinicians in identifying substance use and co-occurring disorders, assessing criminogenic risk factors, documenting diagnostic impressions, and determining the appropriate American Society Addiction Medicine level of care. The State of Texas does not have a statutory provision requiring impaired driving offenders' screening and assessment within the criminal justice system be based on standardized/validated assessment criteria.

While tools such as the Impaired Driving Assessment (IDA), DUI-RANT, or the Computerized Assessment and Referral System may be hardly used or known across the state, the Texas Department of Criminal Justice-Community Justice Assistance Division (TDCJ-CJAD) has tasked its Assessment Committee with review of the IDA to determine if they recommend its use, as mandatory or voluntary, throughout the state. Some examples of screening and assessment tools used by CSCDs are the Texas Risk Assessment System (TRAS) Alcohol and Drug Trailers, Substance Abuse Subtle Screening Inventory, Addiction Severity Index, Numerical Drinking Profile, Texas Christian University Drug Scale, and the Diagnostic and Statistical Management of Mental Disorders (DSM-5 or DSM-5-TR).

Training the Criminal Justice System on Screening, Assessment, Treatment, and Rehabilitation

The task force has members involved in training the criminal justice community on the importance of using evidence-based screening and assessment tools, treatment, and rehabilitation. CADES has the Texas Ignition Interlock Training, Outreach, and Evaluation Program and the CADES Training and Assistance for Criminal Justice Professionals on DWI Treatment Interventions. TMCEC offers training through its Municipal Traffic Safety Initiatives, TJCTC through its Texas Justice Court Traffic Safety Initiative, and TCJ through its Texas Judicial Resource Liaison and Impaired Driving Judicial Education.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Use validated DWI-specific assessment tools in determining the risk and needs of impaired drivers at the pre- and post-sentencing process.

Status: Ongoing

Background: TDCJ-CJAD has participated in several trainings/meetings where the IDA has been discussed; it has also sponsored virtual meetings/trainings in collaboration with the American Probation and Parole Association Region 6 Liaison, who has been tasked with training for the IDA.

- B. **Recommendation:** Ensure that all individuals ordered to have a DWI screening and assessment do so.

Status: Complete

Background: Texas Code of Criminal Procedure Article 42A.402 states a probationer placed on community supervision for DWI or an intoxication-related offense as defined in Chapter 49, Texas Penal Code, shall submit to a substance abuse evaluation, such as an Addiction Severity Index, and if alcohol/drug dependency is identified the judge must order the recommended treatment as a condition of community supervision. Upon initial placement on community supervision, probationers submit to the TRAS and the TRAS Alcohol and drug trainers to assess the most appropriate level of supervision and treatment based on their criminogenic needs. TRAS reassessments are conducted periodically and as part of an ongoing assessment process of probationers while on community supervision. Referrals for additional substance use evaluation/treatment may occur due to positive alcohol/drug tests, self-reported use, alcohol detected on alcohol monitoring devices, or assessments built into alcohol education classes.

- C. **Recommendation:** Study the potential to expand DWI and Hybrid Drug Courts in Texas.

Status: Not Currently Being Addressed

Background: There are currently 29 self-identified DWI or DWI/drug hybrid specialty courts operating in Texas. While the Texas Office of Court Administration is working to further distinguish and classify specialty court types beyond current statutory categories, these programs are not yet formally registered in that manner statewide.

DWI Courts in Texas are authorized under the same statutory framework as adult and juvenile drug courts pursuant to Texas Government Code Chapter 123. In 2007, the statute was amended to include a specific provision addressing offenses involving the operation of a motor vehicle while intoxicated. The amendment further required that counties operating a drug court, but not a dedicated DWI court, must provide services to individuals charged with DWI offenses through their existing drug court programs. As a result, many jurisdictions functionally operate hybrid DWI/drug court models even when they are not formally designated as such.

Additionally, individuals charged with intoxication-related offenses are frequently served through Veterans Treatment Courts and Mental Health Courts. Collectively, Texas currently has 171 adult treatment courts with the capacity to serve individuals involved in impaired driving offenses.

Statewide efforts are underway to increase judicial and stakeholder awareness regarding the availability and effectiveness of specialty courts as an evidence-informed strategy to reduce recidivism and improve public safety outcomes. The Texas Office of Court Administration has expanded its outreach efforts through increased participation in statewide and regional

conferences, including serving as both presenters and exhibitors, to encourage local jurisdictions to develop and implement specialty court programs.

In addition, Texas is pursuing the procurement and implementation of a statewide specialty court case management system. The development of a standardized statewide data infrastructure will strengthen the State's ability to measure program outcomes, evaluate effectiveness, and provide policymakers with reliable data regarding the impact of specialty courts on impaired driving and related criminal justice outcomes. Enhanced access to outcome data is expected to further support the expansion and sustainability of specialty court programs across the state.

- D. **Recommendation:** Enact a statutory provision requiring impaired driving offenders' screening and assessment within the criminal justice system are appropriate based on the offender's age and linguistic needs.

Status: Requires Legislative Action

Background: CSCDs supervise adult offenders court-ordered to community supervision. Screenings and assessments are targeted and validated for the adult population. CSCDs ensure that screening and assessment for impaired driving offenders are appropriate for the individual's age and linguistic needs. When applicable, the CSCD uses specialized and validated assessment instruments tailored to impaired driving behaviors. CSCDs provide translators and administer screenings and assessments in the probationer's native language to ensure accurate and equitable assessment outcomes. In addition, Article 42A.514, Texas Code of Criminal Procedure, outlines specific requirements for youth under age 18 placed on community supervision for certain alcohol- or drug-related offenses. However, the State of Texas does not have a statutory provision requiring that impaired driving offenders' screening and assessment within the criminal justice system are appropriate based on the offender's age and linguistic needs.

Screening and Brief Intervention in Medical and Other Settings

CSCDs often use the TRAS screening and assessment tool to determine an offender's risk and needs levels. The results point to differential supervision and need resources used for that particular individual. CSCDs also tend to supplement offenders' evaluations with clinical screening tools such as the Substance Abuse Subtle Screening Inventory. The El Paso jurisdiction is piloting a project to add a DWI-validated screening and assessment tool into its DWI court program.

One evidence-based intervention tool for reducing alcohol misuse that has been implemented is the Screening, Brief Intervention, and Referral to Treatment (SBIRT) or SBI. SBIRT involves a short, standardized screening designed to provide a score to the participant reflective of the person's alcohol use (e.g., abstainer/low risk, high risk, etc.). The score is then used to discuss, through a short motivational interview with a trained individual, the behaviors that accompany a participant's alcohol use and the options for changing behavior.

Usually, SBIRT and SBI are offered in healthcare settings. In the traffic safety community, SBIRT or SBI is being offered to the college student population through TxSDY's Screening and Brief Intervention for Risky Alcohol Use and DUI Among College Students program and Screening and Brief Intervention for Marijuana Use Among College Students program.

The TxIDTF strongly considers SBIRT and SBI to be effective countermeasures against alcohol-impaired driving. The TxIDTF would like to see additional SBIRT and SBI programming that provides for universal screening and recordkeeping, training additional professionals in brief interventions to motivate reduced alcohol use and identifying linkages with other institutions where SBIRT or SBI are routinely used. Recent programs are attempting to solve this issue by improving the referral process from SBIRT to specialized treatment. While these approaches focus on offenders, universal screening is intended to reach the broader population of drivers to address clinical needs prior to impaired driving. Moving upstream to prevention requires use of SBIRT in the general population, such as in primary healthcare or other non-healthcare settings.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Recommendation:** Ensure that linguistically appropriate treatment services are provided throughout the state.
Status: Ongoing
Background: Linguistically appropriate intervention programs are not accessible throughout the state. CSCDs budget for interpreter services; these departments use basic supervision funding to pay for interpreters, as needed.
The CSCDs operate Community Corrections Facilities, some of which offer programming in Spanish. However, the type of language-specific programming will vary across the facilities as well. Some facilities employ Spanish-speaking counselors, while others may contract for services and provide Spanish workbooks for course work.
- B. **Recommendation:** Provide additional education and expand the use of SBIRT in hospital settings.
Status: Not Currently Being Addressed
Background: Proposals were submitted to and funded by TxDOT for FY2027. Work will begin in the new fiscal year to provide additional education and expand the use of SBIRT in hospital settings.

Treatment and Rehabilitation

Following screening and assessments, DWI offenders receive an intervention that includes a rehabilitation plan and, depending on the need, a treatment plan as well. All jurisdictions in Texas, through CSCDs, offer rehabilitation options to DWI offenders. Some jurisdictions provide treatment and rehabilitation services through pretrial intervention programs, specialty courts, and community supervision. For example, the Harris County CSCD offers a comprehensive set of treatment and rehabilitation options to DWI offenders. Specialty DWI courts are known to offer screening, assessment, treatment, and rehabilitation services to DWI offenders. The task force has representatives from several of these DWI courts. Local courts use minor-in-possession and public intoxication citations to employ early intervention. These courts deal with DUI-minor cases. These judges cannot impose treatment options on minors; they can only impose rehabilitation options such as DWI classes. Effective January 1, 2025, fine-only misdemeanors committed by individuals under 17, including Public Intoxication and DUI by a Minor, are required to be diverted in many circumstances. Justice and municipal courts have a wide range of diversion strategies available in these cases, including requiring rehabilitation programs, mental health screenings and clinical assessments, drug and alcohol testing, and substantial compliance with treatment ordered by a physician or other health professional. When appropriate, DWI offenders get referred to treatment outside of the court system. The bulk of treatment is completed by the community centers (local mental health authorities).

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Require that an impaired driving offender whose license has been suspended based on a DWI conviction complete mandated treatment and meet treatment goals as a condition of full license reinstatement.

Status: Not Currently Being Addressed

Background: This recommendation would require legislative action and availability of resources.

- B. **Recommendation:** Reduce treatment wait time from conviction to program entry.

Status: Requires Legislative Action

Background: Requires reprioritization and funding reallocation from the Texas Health and Human Services Commission (HHSC).

On March 27, 2026, Lt. Governor Dan Patrick released his 2026 Interim Legislative Charges. He has asked the Criminal Justice Committee to study the following: Determine the state's authority and procedures for providing public mental health services and the intersection of those services with homelessness and addiction. Evaluate the effectiveness, consistency, and outcomes of competency restoration for criminally charged individuals awaiting trial, as well as processes for civil in-patient and out-patient commitments. Make recommendations to prioritize the most acute populations for treatment in order to reduce public safety threats.

- C. **Recommendation:** Provide information on the availability of assessment, treatment, and rehabilitation services specifically for youth.

Status: Ongoing

Background: The community centers (local mental health authorities) in Texas are Certified Community Behavioral Health Centers (CCBHC). They provide information on availability of assessment, treatment, and rehabilitation services specifically for youth. These entities undergo a certification completed by the Texas HHSC. To be certified as a CCBHC, entities must demonstrate regular practices for screening, assessment, treatment, and referral for persons with substance use issues, and providers must also demonstrate commitment to provide assessment and outpatient treatment to youth. Additionally, HHSC contracts with an agency in every county that provides Outreach, Screening Assessment, and Referral services for citizens. Although, in many areas of the state, higher levels of treatment/rehabilitation services (i.e., detox, inpatient, and residential services) are limited for youth.

- D. **Recommendation:** Address financial barriers that prevent individuals from participating in substance use treatment programs.

Status: Requires Legislative Action

Background: This recommendation would require legislative action to create indigent programs.

On March 27, 2026, Lt. Governor Dan Patrick released his 2026 Interim Legislative Charges. He has asked the Criminal Justice Committee to study the following: Determine the state's authority and procedures for providing public mental health services and the intersection of those services with homelessness and addiction. Evaluate the effectiveness, consistency, and outcomes of competency restoration for criminally charged individuals awaiting trial, as well as processes for civil in-patient and out-patient commitments. Make recommendations to prioritize the most acute populations for treatment in order to reduce public safety threats.

Monitoring Impaired Drivers

In Texas, DWI offenders can be ordered to submit to alcohol monitoring through court-ordered probation or as a pretrial bond condition. Alcohol monitoring may include ignition interlock, transdermal alcohol monitoring, remote alcohol monitoring, portable breathalyzer, chemical assessment, and any combination of these approaches. Orders for alcohol monitoring and sanctions for alcohol infractions are typically applied on a case-by-case basis. More systematic procedures for determining who receives which type of monitoring and how alcohol infractions are responded to will increase the effectiveness of curbing alcohol use and impaired driving behavior.

Some CSCDs have a specialized DWI caseload to monitor DWI offenders. These caseloads usually emerge as a need to monitor IIDs. Texas does not have a statewide system that tracks impaired drivers through the criminal justice system. However, OCA does track the number of DWI felony and misdemeanor cases that are active and inactive, as well as how cases are adjudicated. In addition, OCA tracks the number of IIDs that are issued as a condition of bond in justice and municipal courts.

One way to enhance monitoring of offenders is to make information regarding mandatory ignition interlock easily available to law enforcement during routine traffic stops. This will enable an officer to know if an individual should be operating a motor vehicle without an IID installed. Further access to this information will aid in the enforcement of the ignition interlock component of supervision.

A more holistic form of monitoring is done through specialty courts. Texas has established funding for specialty treatment courts that integrate screening and assessment, treatment, and rehabilitation components into monitoring practices. This integrated monitoring process helps to improve compliance among offenders and is aimed at reducing recidivism.



COMMUNICATION PROGRAM

Texas has developed and deployed a comprehensive, integrated communications program that addresses demographic, geographic, cultural, and statutory considerations. The approaches are audience-specific and innovative in concept and delivery. In addition to developing multilingual materials, Texas has taken care to ensure that messages are culturally appropriate and relevant.

Specific projects and campaigns have been included in Table 6. These efforts represent event-specific, holiday, and year-long endeavors. The state's communications plan involves multiple creative agencies to encourage a high level of ingenuity and integrates the efforts with other impaired driving projects to ensure a comprehensive, consistent message is sent to the intended audience.

Table 6. Impaired Driving Communication Projects and Campaigns

Project Title	FY 2025	FY 2026	Planned FY 2027
Statewide Impaired Driving Campaign*	X	X	X
IDM STEP Grant Program	X	X	X
Project Celebration	X	X	X

*The campaign runs year-round, with creative changing seasonally through the following flights: Football Season, End-of-Year Holidays, Labor Day, Spring Break, Spring and Early Summer Holidays, Summer/4th of July, and Labor Day.

TxDOT has developed strong relationships with the following types of organizations and has worked with them in the past to maximize the impact of all communications:

- Alternative transportation opportunities—public transportation, rideshare companies, and cabs.
- Community outreach activities—National Night Out, health fairs, coalitions, sporting events, etc.
- Corporations—Texas Association of Broadcasters, NCC Media, Fox Sports Southwest, iHeart, Punchdrunk Digital, NCM Hispanic Cinema Network, IMG, All Over Media, and Billups.
- Business and professional associations—representing restaurants, convenience stores, colleges, business alliances, chambers of commerce, etc.
- Distributor's campaign and education programs.
- Festival and event groups—San Antonio's Fiesta Oyster Bake, Lockheed Martin Armed Forces Bowl, WBCA Jalapeno Festival, Corpus Christi Brewery Festival, Brady Goat Cook-Off, West Texas State Fair, East Texas State Fair, BFD Concert, Bison Music Festival, and college football tailgating and game time.

- Judicial networks (e.g., teen courts, TDCCA, judges/clerks, etc.).
- NSC's employer network, safe communities, and teen coalitions.
- Youth and college groups—TDS/UDS and other young driver programs, student health fairs, new student orientation programs, athletic departments, and residence hall/housing programs at universities such as University of Texas Austin, Texas A&M University, Texas Tech University, etc.

TxDOT focuses on educating Texans about the important issue of impaired driving by reaching the public through a variety of means. These include:

- Press Releases and Media and Outreach Events
- News Interviews (Print, TV, and Online)
- Billboards
- Bar and Restaurant Advertising (Posters, Clings, Coasters, Digital Jukebox, and Connected TV)
- Convenience Store Advertising (Videos, Posters, and Clings)
- Posters, Notepads, Mesh Banners, Information Cards, Hand Fans, Stickers, Clings, Koozies, and Bookmarks
- Traditional TV and Radio Public Service Announcements (PSAs)
- Cinema Advertising (PSAs)
- Digital Radio (Pandora, Soundcloud, Spotify, TuneIn Radio, and Univision)
- Digital Advertising (YouTube, Mobile Video, Dating Apps, Party and Event Platforms, Twitch, Mobile In-Game, and Connected TV)
- Social Media (Facebook and Instagram)—Paid and Organic
- College Campus Advertising (Digital Screens and Video)
- Liquor Store Advertising
- Influencer Program—Paid and Organic
- Website Featuring Interactive "Consequences Spinner" and Testimonials

Through a competitive bidding process, Sherry Matthews Group was selected as the vendor for the Statewide Impaired Driving campaign in FY 2026–2027 and is tasked with building a year-long integrated marketing and communications effort.

In addition to these mass media tactics, the communications program includes a serious grassroots campaign to educate the public through word of mouth. The 25 TxDOT districts are staffed with traffic safety specialists (TSSs) who personally speak to their communities about the issue of impaired driving. They set up information centers at local events, give speeches at high schools and colleges, sponsor parade floats, and distribute educational materials to local employers. Many of the TSSs have organized their own local safety coalitions comprised of law enforcement, business leaders, and concerned citizens.

Communication materials on impaired driving are also distributed to driver education classes and driving safety classes statewide. TxDOT and its ad partners regularly provide content online showing the consequences of drinking and driving. These materials include testimonial videos by survivors of drunk driving and by those who have been charged with a DWI, as well as other print and digital resources that share the real costs of impaired driving and the many ways to choose a sober ride.

Utilizing available qualitative and quantitative data, TxDOT and ad agency partners regularly perform market studies to determine what messages and tactics will best reach target audiences. This is

important because Texans live in a fast-changing social environment, and thousands of new people move to Texas every month. Based on this important research, changes to campaigns have been made each year.

Recommendations from the 2026 Impaired Driving Technical Assessment

- A. **Priority Recommendation:** Verify if the communications and outreach programs are using the Census Tract data regarding the languages of communities across Texas.
Status: Ongoing
Background: All materials are provided statewide in both English and Spanish.
- B. **Priority Recommendation:** Enhance the outreach and communication for the dangers of driving under the influence of drugs other than alcohol.
Status: Ongoing
Background: The new contract executed by TxDOT to Sherry Matthews Group contains a provision to include drug-impaired driving messaging in the campaigns. The communication team has reached out to members of the TxIDTF to understand which drugs are most prevalent in motor vehicle crashes where drugs are involved. Additionally, Ad Council presented at the Texas Impaired Driving Forum in March 2026, educated the audience on best practices when creating drug-impaired driving campaigns and how to leverage community media outlets to further educate the public.
- C. **Recommendation:** Create a stand-alone impaired driving communication plan, calendar, or outline of upcoming campaigns that is shared with the impaired driving program partners.
Status: Ongoing
Background: A campaign calendar and flowchart are drafted before each fiscal year with a plan for the upcoming year in terms of public relations, outreach, research, partner tools, ad development, and paid media placements. Key timeframes throughout the year when impaired driving is at its highest risk have focused media pushes.
- D. **Recommendation:** Coordinate campaigns with the Texas HHSC to reach a shared audience of underage substance users. Additional potential partners include the Substance Abuse and Mental Health Services Administration initiatives like the Sober Truth on Preventing Underage Drinking Act (STOP) and Strategic Prevention Framework Partnerships for Success (SPF-PFS).
Status: Not Currently Being Addressed
Background: Members of TxIDTF will work with TxDOT to connect Sherry Matthews Group to partners at HHSC. Additionally, there are several prevention stakeholders who can collaborate to ensure alignment with the STOP Act and SPF-PFS for future campaigns.

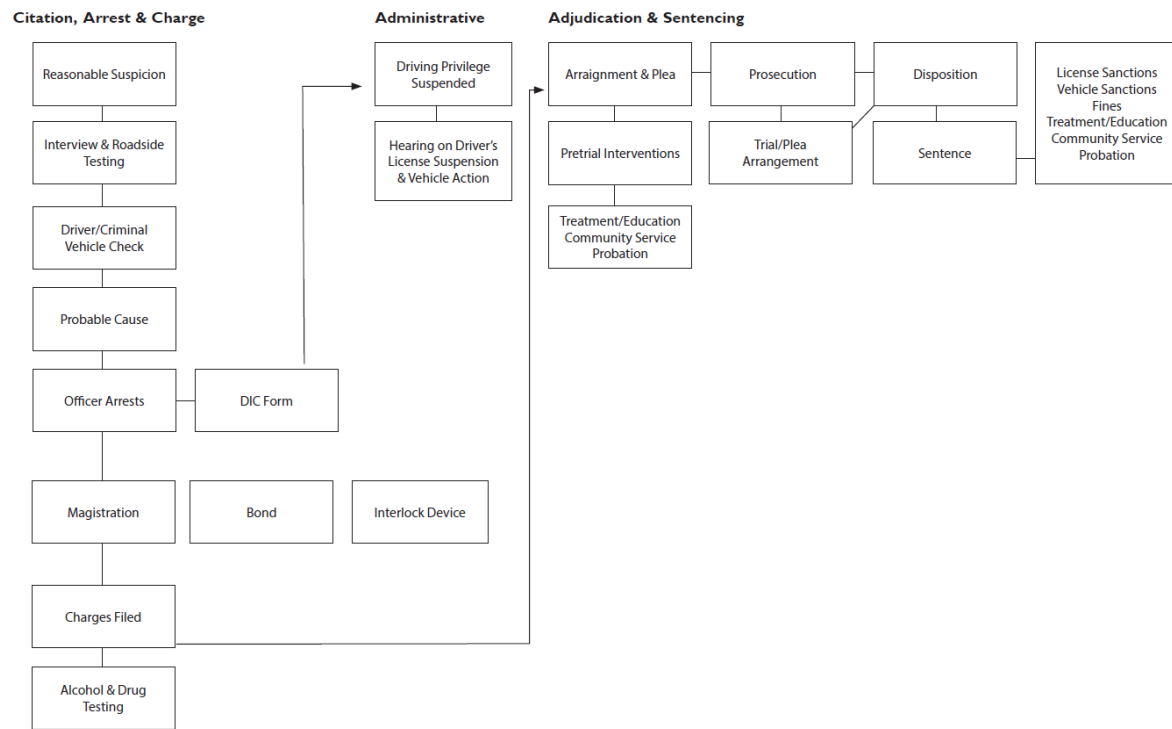


SUMMARY

The TxIDTF has evolved over the last 21 years to include all aspects of the impaired driving challenge continuum. The TxIDTF has developed the Texas IDSP—which encompasses the areas of program management and strategic planning, program evaluation and data, prevention, criminal justice, alcohol and other drug misuse, and communications—to affect the issue of impaired driving. By taking a comprehensive approach, the TxIDTF can significantly impact impaired driving in the state. New and innovative projects are funded each year by TxDOT’s Behavioral Traffic Safety Alcohol and Other Drug Countermeasures Program to address all the diverse components of a comprehensive impaired driving program. As processes and laws change in the state, the TxIDTF will continue to evolve to further reduce impaired driving fatalities, injuries, and crashes.

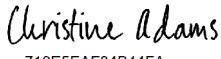
APPENDIX A: DWI CRITICAL PATH MAP

DWI Critical Path



09.2025

APPENDIX B: SIGNATURES OF APPROVAL

Signed by:

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7/29/2026

*Clay Abbott
DWI Resource Prosecutor
Texas District and County Attorney Association

Signed by:

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7/25/2026

Carlos Champion
Statewide Program Coordinator
Texas DRE & ARIDE Program

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7/27/2026

David Doggett
Deputy Chief, Field Operations Bureau
Texas Alcoholic Beverage Commission

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7/27/2026

Honorable Laura Weiser
Judicial Resource Liaison
Texas Center for the Judiciary

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Trevis Beckworth
Assistant Lab Director
Texas Department of Public Safety Crime Lab

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Emma Dugas
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7/26/2026

Jim Markham
Crash & Data Analysis Section Director
Texas Department of Transportation

*Clay Abbott was unavailable at the time of signing. Christine Adams, TxIDTF Administrator, signed on his behalf, based on verbal approval of the 2026 IDSP on May 19, 2026.