



Mothers Against Drunk Driving
National Office
madd.org

511 E. John Carpenter Freeway
Suite 700
Irving, TX 75062

214.744.6233 direct
877.MADD.HELP victim support
877.ASK.MADD

MADD/NHTSA Cooperative Agreement
National Law Enforcement Impaired Driving Summit
Cooperative Agreement # DTNH2215H00478/0006
November 13-15, 2018
Final Grant Report

Table of Contents

- I. Grant Proposal Executive Summary**
- II. MADD Grant Proposal**
- III. MADD/NHTSA Executed Cooperative Agreement**
- IV. Final Work Plan**
- V. Attendee List**
- VI. Summit Agenda**
- VII. Presentations and Presenters**
- VIII. Conclusions**
- IX. Survey and Results**
- X. Final Financial Summary**

I. Grant Proposal Executive Summary

Since its founding in 1980, Mothers Against Drunk Driving (MADD) has been instrumental in helping reduce drunk driving incidents by over 50 percent. However, alcohol-related traffic crashes are still the biggest contributor of traffic deaths accounting for over 10,000 deaths every year on our nation's roadways. In 2015 and 2016, significant increases occurred in these deaths and the numbers are currently trending in the wrong direction. Drug-impaired driving is an emerging public safety threat. Lack of documented crash data leaves the exact severity of this problem unknown. In 2015, MADD added drugged driving to its mission statement and developed a task force to address this emerging problem.

Law enforcement represents the front line in reducing almost all types of traffic deaths. Because deaths are up across the country, it is imperative that the law enforcement community has support and has the tools needed to keep our roads and communities safe. The general public has become complacent to this public safety threat while law enforcement has dropped significantly in this area over the last 6 years. In 2016, 10,996 people lost their lives on our nation's roadways due to drunk driving. This was a 3.4 percent increase from the 10,320 lives lost in 2015. This comes after a 3.6 increase in the 2015 alcohol related fatality numbers. Twenty-nine percent of the 37,806 people killed in traffic crashes in 2016 were alcohol-related with a driver's BAC at .08 or higher. Impaired driving is a 100 percent preventable crime.

As previously stated, drug-impaired driving is an emerging threat and its exact severity is unknown. The opioid overdose crisis, the abuse of prescription drugs and the legalization of the recreational use of marijuana are all-emerging as public safety threats across the country, especially on our nation's roadways. The public and safety community needs to understand what new strategies law enforcement needs in order to better address this issue and to be reinvigorated to develop new strategies to fight all aspects of the impaired driving threat.

Under a Cooperative Agreement Project with the National Highway Traffic Safety Administration (NHTSA), MADD brought together law enforcement executives from across the country to highlight and address the impaired driving problem. MADD convened a 2½ day National Law Enforcement Impaired Driving Summit in the Washington DC area on November 13-15, 2018. Cooperative Agreement Project funding allowed for 75 law enforcement executives and 10 MADD Staff to participate. MADD and NHTSA collaborated in the development of the attendee list, agenda, and speakers. Additionally, subject matter experts were brought in to address all areas of the impaired driving problem.

The following report documents the details of this MADD National Law Enforcement Impaired Driving Summit and the challenges and strategies discussed and developed by attendees. Also included are plans for convening small agency summits to develop regional plans and establish a renewed effort and mission to fight impaired driving and to increase strong traffic safety enforcement efforts and programs.

II. MADD Grant Proposal

MADD submitted its proposal to host a 2 ½ day National Law Enforcement Impaired Driving Summit for 75 Law Enforcement Officers and 10 MADD Staff and National Board members. The original proposal is attached to this report (see Appendix A).

III. MADD/NHTSA Executed Cooperative Agreement

The finalized Executed Cooperative Agreement for the National Law Enforcement Impaired Driving Summit was signed and initiated on April 13, 2018.

IV. Final Work Plan

The Final Work Plan was submitted and approved on May 22, 2018. The Work Plan was executed and followed for the implementation and completion of the National Law Enforcement Impaired Driving Summit. The Final Work Plan is attached to this report (see Appendix B).

V. Attendee List

The National Law Enforcement Impaired Driving Summit was attended by 73 Law Enforcement officers, officials, or liaisons, 26 MADD staff National Board members, 10 NHTSA staff at various times. The 99 attendees, from 39 states total, represented Police Chiefs (17), Municipal (38); State Police Colonels (7), State Police (21); Sheriffs (4), Sheriff's Departments (6); and Associational representatives from International Association of Chiefs of Police, National Sheriffs' Association, American Association of Motor Vehicle Administrators, and Governors Highway Safety Association (8). The grant funded 83 of the attendees. An attendee list is attached to this report (see Appendix C).

VI. Summit Agenda

The National Law Enforcement Impaired Driving Summit Agenda is attached to this report (see Appendix D).

VII. Presentations and Presenters

The following remarks and presentations were given during the National Law Enforcement Impaired Driving Summit. Where appropriate, a brief overview of the presentation is given along with the name and title of the presenters.

Tuesday, November 13, 2018

Opening and Welcoming Remarks – Opening and Welcoming Remarks were given by Ron Replogle, MADD National Law Enforcement Initiatives Manager and MADD/NHTSA Cooperative Agreement Project Manager; Michael Brown, Chief of Police, Alexandria, Virginia; Heidi King, NHTSA Deputy Administrator; and Vicki Knox, MADD Acting Chief Executive Officer.

Remarks and MADD Mission Moment - Colleen Sheehey-Church, MADD National President. The Mission Moment is a MADD tradition and testimonial from a victim who has lost a loved one in an impaired driving crash or incident. Every MADD meeting/training event is initiated with a Mission Moment. Colleen lost her son Dustin in 2006 in a crash involving a driver who was impaired by both alcohol and drugs.

Review of MADD's Campaign to Eliminate Drunk Driving – JT Griffin, MADD Chief Government Affairs Officer, reviewed and reinforced all four tenants of MADD's Campaign to Eliminate Drunk Driving, which was initiated in 2006. These tenants include: 1) Support Law Enforcement: Support high-visibility law enforcement to catch drunk drivers and discourage others from driving drunk; 2) Ignition Interlocks for

all offenders: Require ignition interlock devices, or in-car breathalyzers, for all drunk drivers, to prove they are sober before their vehicle can be operated; 3) Support for Advanced Technology: Support the development of technology to determine automatically whether or not the driver is above the legal limit of .08 with the car failing to operate if the driver is drunk; and 4) Public Support: It's everybody's responsibility to eliminate drunk driving. Re-engage the public in the fight against impaired driving.

Review of Previous MADD Law Enforcement Summit Report – Stephanie Manning, MADD Consultant, reviewed highlights from the report published in 2004, after MADD convened a Law Enforcement Leadership Summit to discuss increasing traffic safety enforcement efforts, including funding needs, training needs, etc., and ways MADD can help provide support to maximize efforts to reduce drunk driving crashes, injuries and fatalities. Though the cultural climate around enforcement was different 14 years ago, the goal of this Summit was similar to the current 2018 Summit: to listen to law enforcement leadership discussions and feedback to develop evidence-based recommendations designed to increase traffic safety enforcement. The recommendations from the 2004 Summit were as follows: 1) Advocate increased general deterrence enforcement approaches that prevent death and injury, 2) Re-prioritization of prevention by law enforcement leadership, 3) Promote paid advertising to ensure highly publicized enforcement efforts, 4) Increase resources for effective enforcement, 5) Emphasize the need to train officers, and 6) Enhance system efficiency and effectiveness. The 2004 MADD Law Enforcement Summit Report is attached to this report (see Appendix H).

NHTSA Updates and Crash Stats - Chou-Lin Chen, Director, NHTSA Office of Traffic Records and Analysis, reviewed FARS data, noting the downward trend over the last ten years in overall traffic fatalities, with the exception of the last two years, in which we are back up to the 37,000 range. Ten states accounted for 51% of total fatalities.

NHTSA Law Enforcement Engagement Initiative Review – Keith Williams, NHTSA Chief, Enforcement and Justice Services Division, reviewed the results from the 2017 Regional Forums conducted which elicited feedback from law enforcement groups with regards to the complexity of law enforcement today and the increase in fatalities and the three unanimous issues emerging from those sessions: 1) Leadership, 2) Resources (Personnel, Training, Equipment), and 3) Operational Deployment. Action items were determined based on the forums, and then all ten NHTSA regions were tasked with conducting these forums; each came up with these same three issues.

GHSA/HSO Interaction/LEL (Law Enforcement Liaison) Program - Director Darrin Grondel, Washington Traffic Safety Commission and Chair of the GHSA spoke of the benefit in law enforcement collaborating with their Governor's Highway Safety offices on funding, lobbying, and partnerships. Vern Betkey, GHSA LEL Program Coordinator, shared about the Law Enforcement Liaison Program, which began in 2012 to promote the programs, coordinate activities nationally, enhance communication through webinars, email broadcasts and newsletters, and provide training and professional development training, all to help influence action. There are 226 LELs across the country in 47 states, and law enforcement may find their liaison and contact through the website directory.

American Association of Motor Vehicle Administrators (AAMVA) Law Enforcement Programs - Brian Ursino, AAMVA Director of Law Enforcement, informed attendees of the Law Enforcement Services provided within AAMVA. One such relevant example is the development and release of their Ignition Interlock best practices guide which provides short and long-term solutions to the challenges of ignition interlock reciprocity and more.

IACP State and Provincial Police Division - Colonel Tracy Trott, Retired Tennessee Highway Patrol and Past Chair, spoke of effective methods in his tenure which resulted in more DUI arrests and tremendous success by all measures. These methods included 1) Establish DUI enforcement as a priority, 2) DUI Enforcement as a vital influence in career building, 3) Create competitive atmosphere for recognition in DUI enforcement, and 4) Increased training and equipment.

Review of MADD's Child Endangerment Expert Panel Report - Ron Replogle reviewed the results from MADD's Child Endangerment Expert Panel, a recent cooperative agreement project with NHTSA, which resulted in a published report with key updated recommendations.

Leadership Panels and Successful Programs, Municipal Agencies, Sheriff Departments, State Police Agencies – Law Enforcement leadership present at the Summit shared best practices, successful programs, and proven strategies to enhance traffic enforcement. Each of these panels are detailed below.

Chiefs Panel

Deputy Chief Andy Hall, Fresno Police Department, California, reminded Summit attendees that you must train officers that they are saving lives through traffic safety. If the Chief believes it, the troops will believe it. He shared his program built on the premise that law abiding citizens should not have to pay for traffic enforcement, in which they implement an Abuser Tax to charge violators, so violators are essentially paying for their own enforcement. If an offender is caught drunk driving without a license or on a suspended license, their car is impounded and released only for a fee (plus the tow fee). If it's a DUI, the price goes up. This money goes back into traffic enforcement and traffic education. As a result, his agency went from 22 officers to 42 officers in three months. As well, after a spike in crime in 2003, traffic units were deployed in high gang related crime areas, and then a neighborhood traffic unit was established. These activities, coupled with Bar Watches and Checkpoints, have resulted in a drastic reduction in criminal activity. Chief Hall summarized that traffic safety affects crime; effective traffic enforcement is a crime catching unit. You do not have to give up one to gain the other.

Chief Danny Sharp, Oro Valley Police Department, Arizona, also correlated community safety to traffic safety. It begins with educating elected officials and the community on the importance of traffic safety as a component to community policing. His targeted enforcement programs have included High-Visibility Enforcement (HiVE), in which he educated city council, the public, the media, and his police officers that they're trying to reduce crashes; he asked officers to cite everything they see in those high risk areas. As a result of their training, awareness, high visibility, transparency, and outreach, they saw a 27% reduction in traffic crashes over the next three years. Chief Sharp emphasized the importance of explaining the "why" to all involved, especially to young officers.

Chief Jimmy Perdue, North Richland Hills Police Department, Texas, represented IACP Mid-Sized Agencies Division (with 50-999 officers) at the Summit. Due to the ability of some mid-sized agencies to accomplish things very quickly, with less bureaucracy, they can have an impact on the direction of law enforcement agencies around the world. Chief Perdue highlighted their No Refusal weekends, funded through a county grant, in which they opted to be one of the central locations for the blood draws and magistrations for more efficiency and engagement.

Chief Tom Clemons, Seward Police Department, Alaska, representing the State Association of Chiefs of Police (SACOP), emphasized the importance of this association and its mid-year and annual meeting.

Sheriffs Panel

Sheriff John Whetsel (retired), NSA Traffic Safety Committee Chair, Oklahoma County, Oklahoma, talked about what any law enforcement agency can do to enforce traffic laws and save lives as a matter of life and death. He began a traffic safety unit and program that began with high-visibility traffic enforcement and seat belt enforcement as well as many other operations, programs and campaigns. He emphasized that traffic safety requires leadership with a commitment to save lives and must involve the entire agency. Over 20 years, he saw the traffic crash rate decrease by 91% and crime rate by 92%; the only difference is they created a traffic safety unit. The theme continues: Traffic enforcement equals crime enforcement and reduction.

Sheriff James Voutour, Niagara County Sheriff's Office, New York, and Vice Chair National Sheriffs Association (NSA) Traffic Safety Committee shared a personal encounter early in his career, which resolved his commitment to traffic safety and impaired driving reduction. One of the challenges he noted in New York are the unpaid DUI fines, in millions across the state, which go uncollected, resulting in decreased money to fight drunk driving.

Sheriff Paul Milbrath, Jefferson County, Wisconsin, talked about the challenges in Wisconsin where there is a rich history of alcohol, inextricably tied to every industry. Checkpoints are illegal and OWI stops are ticketed. After successfully lowering fatalities significantly by high-visibility enforcement, they struggled to get traffic grants. Therefore, they had to enact creative strategies to overcome lack of funding, inability to do checkpoints, and the alcohol-rich environment, such as "OWI Enforcement Zone" signage (without a checkpoint), utilizing social media, and working with unlikely partners, such as the Tavern League to enact Project Safe Ride through a state grant.

Colonels Panel

Colonel Gene Spaulding, Florida Highway Patrol, discussed critical steps taken by Florida Highway Patrol to enhance enforcement, including increasing DREs from 9 to 48 with the goal of 300 in the next 2 years; community outreach; impaired driving education, social media, and PSAs; troopers participating with the community in Walk Like MADD; and the Arrive Alive Campaign.

Lt. Colonel Wayne Webb, Arizona Department of Public Safety, presented six priorities that should guide troopers in their daily mission and how trooper accountability through the 28-day Captain's report has helped increase measures across the board since established three and a half years ago.

Colonel Mike Rapich, Utah Highway Patrol and Deputy Commissioner of DPS confirmed that the inverse trend discussed in the Summit is consistent in Utah--DUI arrests are going down and fatalities and crashes are going up. Manpower shortages, opioid crises, wildfire crises, and stakeholders looking at resources to augment other issues may be partly to blame. In Utah, Colonel Rapich had to deploy 50 troopers to the homeless district and maintain a presence there, further pulling resources away from traffic safety. He addressed another common issue in which it is not uncommon for an officer to spend two to three hours on a DUI arrest, where he has identified how to utilize other resources (video, data collection, reports) to get the officers back out on the road. Every officer is required to complete ARIDE training in the first two years. Some successful efforts and collaborations include high-visibility

enforcement and public outreach, tremendous media support for DUI enforcement efforts, mock DUI crashes in schools, aggressive DUI sentencing matrix (aggressive sanctions, interlock restriction, alcohol restriction), USAAV Coordinating Council (includes defense council, judges, MADD, politicians, etc.) that highly influences legislation, 24/7 Pilot Program for repeat offenders, and a wrong-way driver statute. An emerging issue in Utah is the increase of drug related fatal crashes as medical marijuana was just passed on the ballot. In addition, Colonel Rapich reported that Utah was the first state to pass .05 legislation, which goes into effect at midnight on December 30, 2018.

Colonel Dereck Stewart, Tennessee Highway Patrol provided an administrator's perspective on impaired driving enforcement in which he has seen a paradigm shift. They first identified the problem by looking at the data and realizing they were not doing the things that save lives. Troopers didn't know how many people died on their roadways. They elevated the issue to the Governor's office and developed a public safety sub-cabinet group, which had to report out on traffic fatalities. Enhanced data led to accountability, trainings, choosing trooper shifts based on DUI arrests, identifying when troopers were needed on the road to make arrests, and trooper recognition and incentives all helped move this paradigm shift. Results from this culture of change included an increased interest in enforcement, increased DUI arrests by 150%, decreased alcohol-related fatalities by 15.3%, and Troopers motivated by seeing the fruits of their labor.

MADD Meeting – MADD Staff and National Board members invited 31 Summit attendees to a separate dinner meeting, funded outside of the NHTSA grant, following the first day of the National Law Enforcement Impaired Driving Summit, representing a cross-section of the overall Summit attendance based on expertise, associations, and partnership with MADD, for further discussion about how MADD can better collaborate with Law Enforcement and to invite ideas around a newly developing Law Enforcement Sub-Committee within MADD's National Board of Directors. The purpose of this sub-committee will be to extract timely information from law enforcement in order to tell MADD what law enforcement needs from it so MADD's Board of Directors may make decisions accordingly; as well, this sub-committee will provide for better law enforcement representation on MADD's Board. Major issues and strategies discussed in this meeting are attached to this report as they support the overall goal of the Summit (see Appendix E).

Wednesday, November 14, 2018

MADD Mission Moment - Sergeant Don Egdorf, Houston Police Department encouraged attendees that you do not have to be a Chief to be a leader. His leadership is evident in the Houston Police Department through his DUI enforcement efforts. He challenged Summit attendees to do more training, get the department (Chiefs) more involved, recognize officers, purchase new equipment/tools, find ways to make the process easier, involve DWI officers in training others, provide education and awareness, and visiting legislators and making the issue personal for them. The issue is personal for Sergeant Egdorf, whose father (also law enforcement) was struck and injured by a drunk driver, and who has himself survived five drunk driving crashes while working to keep our roads safe.

NHTSA/Joplin Project: Building Community Support for Impaired Driving Enforcement - Jennifer Davidson, NHTSA Highway Safety Specialist, shared about NHTSA's mission and the FARS data being discussed in the Summit. She invited Chief Matt Stewart, Joplin Police Department, to share about the

NHTSA cooperative project to get the community involved in enforcement efforts to foster community collaboration to enhance local acceptance of the enforcement of impaired driving laws and modify community norms to reject impaired driving deaths as acceptable. Initial surveys revealed that the Joplin community were generally unaware of the police department's checkpoints or campaigns. They developed a coalition, started a social media campaign, utilizing a dedicated DWI unit, and in this 15-month campaign will continue with media releases, ads and PSAs pushed out through partner groups and hospitals, media ride alongs, and other education and awareness efforts. They hope to replicate this low-cost project in other states based on the positive community involvement and feedback they have seen.

Drug Evaluation and Classification Program (DEC) Update and Impaired Driving Programs Update:

SFST, ARIDE, and DRE - Kyle Clark, IACP DEC Program Regional Coordinator/Project Manager explained the history and continued importance of standard field sobriety tests (SFST) and law enforcement training. The training manual continues to be updated to reflect current science and incorporate emerging issues, such as drugged driving. IACP recommends all officers attend a refresher course.

Jim Maisano, IACP DEC Program Regional Coordinator/Project Manager shared about the development of ARIDE as officers are making stops that involve drug impairment and they do not know how to process it. This advanced training is intended to bridge the gap between basic SFST and DRE-trained officers.

Chuck Hayes, IACP DEC Program Regional Coordinator/Project Manager presented information about the Drug Recognition Expert (DRE) program, the ultimate training for officers to become experts in drug detection and assist in impaired driving investigations. 50.5% of drug-positive drivers were positive for two or more drugs; this represents a growing challenge in impaired driving enforcement and necessitates more officers to be trained as DREs.

Recreational Marijuana Roundtable Panel in the First States - Major Jeff Goodwin, Colorado State Patrol, warned of the progression toward legalized recreational marijuana, beginning with medical marijuana, then intense lobbying, and then recreational marijuana, always with the hard sell of how taxes will benefit education, highway safety, etc. For example, in 2017, marijuana sales in Colorado totaled \$1.7 billion, with \$265,127,003 in taxes collected. The legalization of recreational marijuana has presented several challenges to law enforcement, such as live marijuana plants (caregiver ownership and commerce transport), legal possession, and canine replacement (once marijuana is legalized, dogs trained to detect marijuana among other drugs cannot be utilized, necessitating a costly replacement of the former dogs with new ones). Enforcement strategies have included blood testing, a pilot program for oral fluid drug testing, modified internal policies to reflect the change in law, new and emerging technology, Summits, and new partnerships. Major Goodwin recommended that agencies likely to see the legalization of recreational marijuana in their states should ensure accurate data compilation for DUI/DUID arrests because the media will come asking for statistics on arrests and crashes related to alcohol, alcohol and marijuana, marijuana only, and marijuana and other drug combinations. In addition, the marijuana industry is sending consistent false messages, attempting to show that marijuana is not producing negative changes. Data show 42% of all arrests had some form of THC on board but it was missed because of the masking of alcohol; 71% had some form of substance on board.

Chief Bob Ticer, Loveland, Colorado Police Department, informed attendees of some of the challenges faced in Colorado due to the legalization of medical and recreational marijuana. Challenges such as

continuous updates to changing laws, questions surrounding what is legal and what is not, liability for seizures of “legal marijuana”, dealing with tourists who end up in emergency rooms, search and seizure drug sniffs (recommend not training canines to sniff marijuana due to the possibility of legalization, rendering those dogs useless), Carroll Doctrine, street dealers and taxation, prosecution issues, and motivation of law enforcement to enforce. Chief Ticer also highlighted strategies utilized to meet the challenges, including traffic safety law recommendations, ARIDE training post Academy, deployment of Data-Driven Approaches to Crime and Traffic Safety (DDACTS), development of a state agency Marijuana Enforcement Division, building partnerships with the industry for the Colorado Task Force on Drug and Impaired Driving, and influencing communities to opt out of licensed medical and recreational businesses. A positive outcome has come through the proactive solution of training more officers in ARIDE; this training is made possible by marijuana tax dollars.

Assistant Chief, Jeff Sass, Washington State Patrol, recalled that in Washington, fatal crashes due to alcohol continue to decrease, but fatal crashes due to drugs have increased. Therefore, they require all officers in their district to be trained in ARIDE. As a result, drug arrests have increased and alcohol to drug arrest ratio has decreased. A challenge remains in that DUI processing with blood draws has increased by an hour over the last decade while processing DUIs without blood draws only 26 minutes. Further, since legalization of marijuana, DUI/DRE cases have significantly increased. Toxicology turnaround time has significantly increased as the impact of legalization of marijuana has significantly impacted state toxicology, which now tests for marijuana, alcohol, and seven other drugs.

Darrin Grondel, Director Washington Traffic Safety Commission, shared about State Highway Safety Office grant funds available and about the Washington Traffic Safety Council which is funded primarily by two federal grants. He presented the statistics in Washington that concur with the upward trend in traffic fatalities, with impairment involved in 50% of them. As the legalization of marijuana approached, they did not have robust data on hand to combat arguments for legalization, and he encouraged attendees to gather this data before the legislation comes to their state. One data point that they have captured as a result of marijuana legalization is the increase in daytime impaired drivers, and this is necessitating more daytime resources for DUI/DUID stops. Grondel also explained the rise in THC levels, and how marijuana use doubles crash risk as a result. Poly-drug driving is also rising; however, the most prevalent drugs found in arrests are still alcohol and marijuana. As other presenters also mentioned, traffic enforcement can help reduce crime; Grondel shared that speeding was the #1 reason for the traffic stops that resulted in intoxicated driving arrests. They are in the process of developing an electronic DUI packet, and electronic search warrants, and they have over 30 officers who are now phlebotomists. But the increase in blood draws has taken a toll on toxicology labs and increased wait time.

Captain Teresa Bloom, Oregon State Police, oversees the DRE and DUI program in Oregon. She also commented on how marijuana has impacted the police K9 unit, and the amount of marijuana being carried across the border. She advised that when the marijuana legislation comes to other states, beware that the cash flow promised through percentage of tax revenue will be slow coming.

Lieutenant Mike Iwai, also Oregon State Police, presented some challenges and recommendations based on his experience in Oregon with legalized recreational marijuana, including keeping an accurate numerical value for the number of DUI drug arrests; ordering toxicological exams on all DUI offenders—vehicle crashes and impaired driving arrests (even if the BAC is over the statutory level of .08); all DUI

toxicological results must be timely and made available to law enforcement and stored by one primary agency; DREs must be notified and respond to all DUI drug requests where the BAC is below .08 percent; and a robust and accessible DUII database.

Dave Pinsker, MADD State Executive Director and Larry Coggins MADD West Central Florida Executive Director presented to the Summit attendees a survey they conducted to find out why DUI arrests are down. It was designed by their impaired driving coalition as a one-page survey with six pre-populated answers to choose from and an "other" category. Responses were collected over 3 months, and they received 1,890 surveys (totaling 5% of Florida law enforcement). The majority of respondents (71%) indicated "other" as the problem with DUI enforcement. These responses were sifted into 15 different reasons why respondents thought DUI enforcement is down (the top 10 listed here):

1. Too much work for a misdemeanor (614 respondents)
2. Lack of training for patrol level (265)
3. Easier to call a cab (136)
4. ASAs are inadequate (131)
5. FDOT overtime funding gone (118)
6. Uber/Lyft being used (117)
7. Body cameras reduce proactive work (71)
8. New work force is lazy (64)
9. Too much time off road (56)
10. Fewer DUI Units in Florida (45)

Thursday, November 15, 2018

MADD Programs Update – Kim Morris, MADD National Senior Director of Programs, provided an update of MADD programs and services, in particular those that support and impact law enforcement, such as MADD Victim Impact Panels, Victim Services, Letters from MADD for line of duty deaths, Court Monitoring, Roll Call Briefings, Sobriety Checkpoints, and Law Enforcement Recognition Events.

MADD Mission Moment - Sheriff John Whetsel (retired), Oklahoma County, Oklahoma, and National Sheriff's Association Traffic Safety Committee Chair, gave an impactful presentation "Dancing in the Rain" about a suspected drunk driving high-speed pursuit that resulted in the tragic crash that killed his wife and daughter, injuring his second daughter.

IACP Highway Safety Committee Report - Chief Danny Sharp, Oro Valley, Arizona Police Department, IACP Highway Safety Committee Chair provided update on projects to reenergize and reengage law enforcement, such as videos, training for executives on traffic and enforcement, helping legislators understand the barriers to effective enforcement, supporting e-warrants for blood draws, and recognizing law enforcement officers.

National Sheriffs' Association Traffic Safety Committee Report - Sheriff John Whetsel (retired), National Sheriffs' Association Traffic Safety Committee Chair, provided information on traffic safety resources through the National Sheriffs' Association, such as informational resources, model policies, model legislation, and awards as well as specific projects, such as free ARIDE training at the NSA Conference, DDACTS, coordinating efforts with Sheriffs in high fatality areas, partnership with Lyft, and others.

Traffic Safety Resource Prosecutor (TSRP) Program - Jared Olsen, Idaho TSRP, Ken Stecker, Michigan TSRP, spoke of the evolution of the TSRP Program; the TSRP's role within law enforcement and the significant connection between them; information on resources such as Traffic Tuesday webinars, quarterly newsletters, statewide publications; training manuals, such as the DWI Prosecutor's Handbook; programs such as the Cross-Examination for Prosecutors; and the need to empower prosecutors and officers in the courtroom through training.

Closing Remarks – Ron Replogle drew the Summit to a close with thanks to NHTSA and to the law enforcement present and MADD's hopes of effecting positive change in traffic enforcement as a result with the goal of no more victims. Ron highlighted MADD's plans on upcoming projects to develop a Roll Call Briefing video as well as to drill this Summit down to recommendations that will be presented and discussed in 10 meetings, one in each of the NHTSA regions.

Skip Carter Deputy Commissioner (retired) of the California Highway Patrol and MADD National Board member closed the Summit emphasizing MADD's commitment to Law Enforcement, demonstrated in the sub-committee being formed in which he will Chair. He encouraged law enforcement officers to keep up the fight and have confidence that MADD will support them.

VIII. Conclusions

a. Major issues facing law enforcement with respect to impaired driving

During the Summit, law enforcement attendees were asked to share the issues they are facing in their agencies and states that may be contributing to the rise in DUI-related crash fatalities and decline in arrests. These answers were compiled into a list to be utilized in subsequent roundtable discussions. The top issues discussed were combined based on overlap of issues (for example, lack of funding created several other barriers) and are listed here while the full list of issues cited are attached to this report (see Appendix F):

1. **Leadership:** Law enforcement leadership at the Summit all believe in strong traffic enforcement but were quick to note that many of their peers have other priorities. Issues like the "Ferguson Effect," fewer officers and not enough manpower, and a surge in other crimes are reasons why traffic enforcement has steadily declined. Chiefs may lose their job over homicides but not over traffic enforcement, although traffic fatalities far exceed homicides. Leaders at the Summit spent substantial time talking about the lack of leadership or leadership priorities in the area of traffic enforcement.
2. **Funding:** Many of the barriers to better traffic enforcement discussed could be addressed with more funding, particularly in areas of more manpower, overtime, assistance for toxicology labs to decrease wait time, sobriety checkpoints, and training.
3. **Training:** Several issues that were presented could be traced back to a lack of experience among officers in the area of impaired driving enforcement or lack of training, one of the biggest barriers discussed. This issue also ties back to funding, as it is a challenge to fulfill the dual needs of officer training and maintaining enforcement on the streets.
4. **Motivation:** A major barrier that was addressed from several angles was lack of motivation among officers to make impaired driving arrests. This is due to a

lack of community support and lack of effective prosecution for impaired driving.

b. Recommendations by law enforcement as to how MADD could best support their efforts to overcome these obstacles

Law Enforcement and MADD attendees divided into four break-out groups, separated by NHTSA Regions, in order to discuss the compiled challenges and barriers to impaired driving enforcement and to develop new strategies and implementation plans for law enforcement to re-establish strong enforcement around impaired driving. Specifically requested were ideas for particular ways MADD might support these efforts. The break-out groups were comprised of 1) NHTSA Regions 1, 2, and 3; 2) NHTSA Regions 4 and 6; 3) NHTSA Regions 5 and 7; and 4) NHTSA Regions 8, 9, and 10. Though an extensive list of issues was generated through discussion, attendees made recommendations in four general areas, which addressed quite a few of these issues:

1. **Leadership:** This is an area that law enforcement leadership identified as one where MADD can help. It was recommended that MADD utilize partnerships with law enforcement to hold meetings with police chiefs as well as city council, city managers, commissioners, and mayors to educate them on the importance of traffic safety and impaired driving as a higher priority and encourage them to take a proactive approach. MADD can utilize powerful victim stories to play an important role in promoting traffic enforcement by helping officers make the connection to *why* they are making these arrests. Chiefs and other law enforcement leadership need to be educated on the direct relationship between traffic enforcement and crime reduction. They may be allocating staffing to other crime reduction that could be used for traffic enforcement that will also stop other crimes (see DDACTS recommendation later on in this report). MADD can play a key role in educating them on this proactive approach that saves lives. Attending IACP and NSA meetings should remain paramount to MADD as they keep this message front and center to law enforcement leadership. In addition to top level law enforcement leadership, patrol officers also need to be educated and trained. The Chief may tell them to make DUI arrests, but they have to believe in this mission. Oftentimes they do not because either they do not know how to make the arrest, they think the impaired driving task force is handling it, or the process of arresting. All patrol officers should be involved in making impaired driving arrests, not just those on the task force. A MADD Roll Call Briefing Video could bring this message to patrol officers, perhaps through the Academy as well. Further, MADD could present to new Chiefs or Sheriffs and allow victims to share their stories, to inspire them from the start. Similarly, MADD should present in first line supervision courses to train Sergeants. A good Sergeant has the ability to affect and influence other officers for their entire career. Finally, MADD can share stories and information to inspire all law enforcement agencies, such as shared at this Summit, showing how determined leadership can change the focus of an agency with proven effectiveness.

MADD could reach out to Police Chiefs' and Sheriffs' Associations and ask three questions: 1) How can we be a voice for something you cannot say?, 2) How can we be a voice for something you want emphasized?, and 3) How can we be a voice for something that needs to be said?

Law enforcement leadership at the Summit called on each other to make tough decisions in order to enhance traffic enforcement. For example, direct duties to fit skill levels. Typically younger officers work nights but have the least training in impaired driving arrests and courtrooms, and this may necessitate an unpopular but necessary change. Younger officers may even need courtroom training to embolden them to follow through with impaired driving arrests.

Law enforcement leadership must find ways to motivate their officers to enforce traffic safety laws. See the recommendation on motivation for strategies discussed.

2. **Funding:** Some agencies provided creative examples of how they obtained more funding for traffic enforcement when they were given none. But most agencies ran up against the barrier of funding in at least one area. First, there is a need for more crime labs to reduce the backlog of testing for blood alcohol and drug use. One major reason that drug impaired driving is so difficult to prove in court is that the labs are severely behind in testing blood for drugs. More funding for these labs could help expedite these cases. In the Pacific Northwest, they are looking into regionalizing toxicology to help with the response times, but this requires additional funding. As well, more funding could be utilized for possibly new criminalists for crime labs to address the backlog.

DUI task force grants are helpful, but flexibility is needed to allow agencies to backfill for training. Additional recommendations included paying those who participate in a checkpoint and not locking people in to 6pm to 6am. Smaller agencies need flexibility the most. Also within that funding, discourage any measure that would make it difficult to execute checkpoints, such as having a certain number of impaired driving arrests per shift.

More officers are needed nearly everywhere and additional funding to hire these officers is critical. Some Chiefs have the money to send officers to training but not enough to back fund their position. It was recommended to seek state funding to pay officers overtime in order to backfill for training. DRE training creates a manpower issue on a department during training; it was recommended that agencies request state funding through the State agency to cover the back flow.

3. **Training:** The Summit attendees talked about training options for recognizing impairment. They unanimously believed that Standardized Field Sobriety Testing (SFST) is critical training for all officers. This is something taught at academy, but usually as part of a broader agenda, so it would benefit all officers to receive a refresher course periodically. The Drug Recognition Expert (DRE) Program is a highly specialized training course for officers that gives them the ability to determine impairment (normally not done roadside but after the arrest and in a facility). This program has long been touted as the gold standard for officers in order to make drugged driving arrests. An intermediate step between the DRE and SFST programs is the Advanced Roadside Impaired Driving Enforcement (ARIDE) program. ARIDE training is less intense and takes less time to complete. It is designed to alert officers that drug impairment may be present and that a DRE trained officer should be called to examine the offender in more detail.

MADD has previously recommended that all enforcement officers be trained in ARIDE, and many agencies are doing this. DRE training is difficult for some agencies because the training is very intensive, and an agency short on officers would struggle to send officers to the training. In addition, officers are lost to attrition. Several recommendations included DRE trained officers providing ARIDE training and reducing ARIDE training to one day. It was also recommended that MADD help support law enforcement in the area of training, which would require funding; as well, law enforcement could utilize MADD victims during training sessions to reinforce the importance of strong enforcement.

4. **Motivation:** Many creative strategies were suggested that would bolster community support to change public perception around impaired driving, in turn helping officers feel more supported in their enforcement efforts; and that would help the judicial system see the importance and critical nature of impaired driving arrests and respond accordingly.

One area of public perception to target is the idea that drunk driving, or impaired driving for that matter, is a fixed issue. Or that ridesharing has fixed it. Though ridesharing is a critical tool in keeping impaired drivers from driving, it has not solved the issue, and millennials in particular are susceptible to this belief as the target group for rideshare promotions.

Garnering community support and changing public perception involves MADD and law enforcement educating the public through the media; utilizing media outlets and drawing traffic and crime reporters in with a compelling message and asking for their support to put our message out there—that safety involves being able to drive or walk without worrying about an impaired

driver. Advise media when checkpoints will be held. Use major league players or star power to help get more coverage with a traffic safety message or awareness.

Public perception does not easily sway with statistics. It is important to put a face to a crime and help the public as well as law enforcement officers see the reality of impaired driving through the lens of its victims. These visuals can be accomplished in a number of ways: dedicate checkpoints to victims; park crashed cars in police or school lots; pair a law enforcement officer with a victim to share the story of their crash; and incorporate victim stories into roll call briefings. MADD could develop a powerful media campaign with images of victims and the families of those who lost them; emphasize drunk driving as murder and a crime, not an accident. Create a generation that will see drunk driving as totally unacceptable, and help the public realize the real scope of 11,000 lives a year and how much that eclipses other issues that are perceived as major issues.

We cannot expect from the public what we do not believe or do ourselves; this was a difficult message expressed by some law enforcement leaders at the Summit who have had to hold their own officers accountable for drunk driving. Good behavior must begin with the agency and impaired driving should not be tolerated.

When drug impaired driving cases are dismissed or pled down, officers often become discouraged, which impacts their motivation in making impaired driving arrests. One way to combat this issue is to change judicial perspective as well—by educating and training prosecutors and judges in the DRE program. MADD could:

- Meet with state attorneys and let them know how important the issue is.
- Push for dedicated misdemeanor DUI prosecutors and ask that that position is not always a new prosecutor who gets promoted up after they become successful.

MADD's Court Monitoring program can help change the overall judicial culture around impaired driving by holding the system accountable. MADD currently has court monitors in 13 states and would like to see the program expand. Many officers praised the program and the results it was producing in the court system. They recommended MADD publicize report cards for judges and prosecutors for further accountability.

Moreover, motivation can often be bolstered through simple recognition. MADD holds a Law Enforcement Recognition program in many areas across the nation, but law enforcement leadership should find additional ways to

recognize officers' efforts; young officers in particular thrive on recognition. Recognition might come through awards, being called out among peers, new equipment, gaining leadership opportunities, and friendlier schedules. Other ways to motivate officers that were suggested include providing them with MADD's Death Notification training, sending a MADD representative into Academy or Cadet trainings, involving MADD in roll call briefings and dedicating roll call briefings to a different victim each time, and showing them that the Chief or Sheriff still makes an occasional impaired driving arrest. One law enforcement leader at the Summit shared that after hearing Sheriff Whetsel's story at the Summit, he has decided to start an Officer of the Month for traffic safety in his agency and recommended that others utilize a similar motivational approach.

c. Additional recommendations and observations

A few recommendations and observations were made throughout the Summit that did not particularly tie back to a specific barrier to traffic enforcement, but was rather a suggestion to enhance traffic enforcement and MADD's support overall:

1. A recommendation was made for MADD to compile best practices containing information on what MADD is doing to support law enforcement in all states. This document would benefit both MADD and law enforcement as they seek support from each other to achieve common goals. For example, it could be informative as to where to successfully obtain funding for necessary resources or programs, provide ideas for more collaboration at sobriety checkpoints, or show examples of how MADD, officers, and victims can come together to successfully influence legislators.
2. Data-Driven Approaches to Crime and Traffic Safety (DDACTS) is a data-driven way to combine traffic safety and more traditional policing. The program integrates location-based crime and traffic crash data to determine the most effective methods for deploying law enforcement and other resources. Drawing on the deterrent value of highly visible traffic enforcement and the knowledge that crimes often involve motor vehicles, the goal of DDACTS is to reduce crime, crashes, and traffic violations across the country. Law enforcement likes the program because it targets more traditional types of "serious" crime and at the same time catches traffic offenders. It is a win-win. This is a program that MADD could aggressively push at the local level by partnering with law enforcement officers who are experts in the program and help to spread the program throughout the country. From a federal perspective, this could be a program to build in the next highway bill.
3. Several themes emerged through the Summit and are noteworthy in that they were persistent throughout the remarks, presentations, challenges, and solutions discussed. These themes are as follows:
 - a. *Impairment is impairment is impairment.* Whether drugs or alcohol, the type of impairment does not matter. Officers need tools to recognize impairment and resources to keep impaired drivers off the roadways.

- b. *Leadership needs to be from top to bottom.* Educating and influencing top level officers and city leaders is crucial to filtering down a priority around traffic safety.
- c. *MADD needs to get mad again.* The officers at the Summit were mad, each time they heard a victim share their story. They agreed that MADD has the influence and ability to take these tragedies into the public and spark the outrage necessary for change.
- d. *Strong traffic enforcement is crime reduction for all crimes.* Traffic enforcement helps catch all other crimes and therefore only enhances, versus competes with, overall crime reduction.
- e. *Impaired driving is a potential felony in progress and strong enforcement is felony prevention.* Officers were reminded that traffic enforcement does save lives, often before the tragedy or crime occurs.
- f. *More public awareness of impaired driving being a violent criminal act.* This allies law enforcement with the public in that safety is the number one priority, in which we are all working together to ensure no one becomes the next victim.

IX. Survey and Results

a. Survey Results

To receive feedback on the Summit, attendee Summit Surveys were handed out (see Appendix G). 59 surveys were completed and returned at the conclusion of the Summit. Roughly 95% of those who completed the survey felt that the Impaired Driving Summit provided valuable content.

When attendees were asked about what was the most beneficial aspect of the Summit, many expressed they enjoyed the opportunity to meet with other law enforcement leadership and representatives from MADD. They appreciated the opportunity to hear of the different law enforcement strategic plans and the ability to share information/ideas.

Roughly 85% of those who completed the survey felt the information they learned from the presentations and roundtable discussions will help address the prevention efforts of impaired driving. The presentations and roundtable discussions allowed Law Enforcement to hear of successful programs, which sparked ideas on how they could use these plans locally to produce results in the reduction or combat of impaired driving.

Overall, attendees appreciated the opportunity to attend the Summit and felt the content was beneficial. These subsequent charts give visual to these ratings.



b. Attendee Feedback

Attendees provided helpful feedback about meeting logistics that will guide MADD in hosting future Summits, such as larger meeting room space, more breaks to digest information, and more time to hear from all the great speakers. In addition, attendees were provided the opportunity to elaborate on what they found to be the most beneficial aspect to the Summit. Answers to this question were as follows:

Working together to find solutions to common problems all states face. The sharing of information and ideas that can empower traffic safety programs as well as learning the issues with legislation of marijuana.

It was all beneficial. The survey out of Florida was very eye opening.

Solutions to the issues we are seeing nationwide. Although each state is unique, we are each seeing many of the same problems. Nice to share what is working in other areas.

c. Statement of Success

By all indications and from the attendee surveys and additional feedback, the National Law Enforcement Impaired Driving Summit was a huge success. Law Enforcement representatives and MADD staff and Board Members who were in attendance contributed to valuable discussion to highlight potential strategies that when developed may help the advocacy community better assist law enforcement in our combined efforts to “to end drunk driving, help fight drugged driving, support the victims of these violent crimes, and prevent underage drinking.” Attendees returned to their respective states with a renewed spirit to fight impaired driving and influence the officers in their agency and across their state to do the same. Through developed strategies and MADD’s commitment to support the heroes that keep our roads safe, we will end impaired driving so there are “no more victims”!

This report will conclude with a few notes from the law enforcement leaders themselves, communicated to MADD representatives after the Summit. One officer in particular had requested transfer out of traffic enforcement prior to the Summit; upon returning home, he cancelled his transfer, noting to MADD that he values the importance of traffic safety now in a new way, as a means to save lives. Following are some highlights from several additional officers’ feedback:

Thank you so much for the invite. I am bringing some amazing ideas and energy back into my agency and am excited to re-engage in a relationship with MADD. I had our communications director put out a message and story on social media today and she tagged MADD. Plan to also support a team for the Walk [like MADD] next year. As you can see I am re-inspired and am so appreciative of the opportunity to come and be reminded of all the reasons I became a police officer in the first place.

I appreciated the invite, and the hard work you put into ensuring the conference was successful. The conference was extremely beneficial. Moreover, the sharing of information will assist me in moving our program forward. I learned a lot.

I would like to convey my appreciation to MADD, and to Ron Replogle specifically, for a wonderful Impaired Driving Summit this week in Alexandria, Virginia. It was a great opportunity to interact and influence law enforcement executives into even greater action in impaired driving enforcement. We were able to convey important information to several agencies through this forum.

Thank you again for the opportunity to participate in this MADD LE Summit! You and your team did an outstanding job and I walked away with a ton of notes and things to do!! It was great opportunity to network with our peers and hear what they are doing well and struggling with. I wanted to thank you for your leadership in this arena and helping us to address the challenges we have with impaired driving.

Thank you so much for including me in the Summit. The presentations were excellent, and the conversations were so informative, that I never disengaged even for one minute. You definitely worked hard to bring so many great minds together, and I was humbled to be in their presence. I've made some connections at MADD, and hope to be forging some new working relationships soon. Thank you again for all your hard work.

Thank you for your work in putting together a fantastic summit. I was honored to have been asked to present during the summit and hope that my presentations made a difference. I learned from the summit and came away renewed in my efforts to save lives. I look forward to be able to continue to impact impaired driving by participating in the MADD Law Enforcement Advisory Committee if so asked. Through this summit and other efforts, MADD has enhanced its ability to reduce impaired driving by inspiring enforcement activity.

I wanted to take this moment to thank you for letting me attend the conference. What a fantastic experience it was. I truly feel that being able to hear from, and brainstorm with people from all over the country was incredibly beneficial. I was moved by the stories I heard and the passion I observed.

I just wanted to tell you a sincere "thanks" for your efforts and logistical work in gathering attendees for the Summit. I feel it was very productive and directly contributed to us getting back to where we all need to be on the enforcement side. I appreciate someone with your credentials leading the efforts for MADD, and it was a true working conference and again, very productive. I clearly remember as a Trooper one of my fondest memories was receiving the MADD award for top DWI enforcer, I'M A BELIEVER!

X. Final Financial Report

The final financial summary of monies spent on the National Law Enforcement Impaired Driving Summit is attached to this report (see Appendix I).

APPENDIX A: GRANT PROPOSAL

MADD National Law Enforcement Impaired Driving Summit

Objective: To bring together law enforcement executives from across the country to address the impaired driving problem. New strategies will be developed to address the continued problem of drunk driving and the emerging problem of drugged driving. The development of new strategies to fight impaired driving will greatly assist MADD in its Campaign to Eliminate Drunk Driving and help MADD achieve its mission: to end drunk driving, help fight drugged driving, support the victims of these violent crimes and prevent underage drinking.

Rationale: Since its founding in 1980, MADD has been instrumental in helping reduce drunk driving incidents by over 50%. However, alcohol related traffic crashes still account for over 10,000 deaths every year on our nation's roadways. In 2015 and 2016, significant increases occurred in these deaths and the numbers are currently trending in the wrong direction. Due to several factors - including the legalization of the recreational use of marijuana now in eight states and the District of Columbia - drug impaired driving has also become an emerging and serious public safety threat. In 2015, MADD added drugged driving to its mission statement and developed a task force to address this emerging problem.

Background and Need: Impaired driving is once again on the increase across the nation. The general public and some in the law enforcement community, have become complacent to this public safety threat. In 2015, 10,265 people lost their lives on our nation's roadways due to drunk driving. This was a 3.2% increase from the 9,967 lives lost in 2014. This number is expected to rise again by another 3-4% when the 2016 numbers are finalized and released. 29% of the 35,092 people killed in traffic crashes in 2015 were alcohol related with a driver's BAC at .08 or higher. Impaired driving is a 100% preventable crime. Drugged driving is also on the increase and exact data to support how this problem is affecting public safety is not known. The opioid overdose crisis, the abuse of prescription drugs and the legalization of the recreational use of marijuana are emerging as public safety threats across the country, especially on our nation's roadways. New strategies to address these issues need to be developed and implemented. The public and law enforcement community need to be reinvigorated to fight impaired driving.

Method: MADD proposes facilitating a 2-½ day National Law Enforcement Impaired Driving Summit in the Washington DC area. Seventy-five law enforcement executives and MADD Staff will participate. Subject matter experts will be brought in to address all areas of the impaired driving problem. Strategies and implementation plans will be developed and documented in a final report.

All four tenants of MADD's Campaign to Eliminate Drunk Driving will be reviewed and reinforced during this summit. These tenants are:

Support our heroes: Support high-visibility law enforcement to catch drunk drivers and discourage others from driving drunk.

Sober to start: Require ignition interlock devices, or in-car breathalyzers, for all drunk drivers, to prove they are sober before their car will start.



Mothers Against Drunk Driving
National Office
madd.org

511 E. John Carpenter Freeway
Suite 700
Irving, TX 75062

214.744.6233 direct
877.MADD.HELP victim support
877.ASK.MADD

Secure the future: Support the development of technology to determine automatically whether or not the driver is above the legal limit of .08 with the car failing to operate if the driver is drunk.

Public Support: It's everybody's responsibility to eliminate drunk driving. Re-engage the public in the fight against impaired driving.

Presentations will be given to support all four tenants of the Campaign to Eliminate Drunk Driving.

All attendees will return to their respective states with a renewed spirit to fight impaired driving. Through developed strategies, we will end drunk driving so there are **"NO MORE VICTIMS"!**

Budget Narrative

MADD National Drug Impaired Driving Summit

This budget period is eight months beginning January 2017, concluding August 2017. Percent of time is based on an annual work-hours rate at 2,087 hours per year (source: OPM.gov). Eight months (or 67%) of this work-hour rate is 1,398 hours.

- Personnel
 - Agreement Manager
 - Starrla Penick, MADD National Senior Director of Programs, is responsible for oversight of the Project Manager, the Programs Coordinator and supporting administrative services. Ms. Penick will have signature authority for contracts. 10% or 140 hours @ \$32/hour = \$4,480
 - Project Manager
 - Ron Replogle, MADD National Law Enforcement Initiatives Manager, will coordinate the planning and management of the activities, milestones and deliverables, as well as issuing periodic reports and overseeing the final report and issuing edits. Mr. Replogle will be the point of contact for the NHTSA Cooperative Agreement Project Manager. Mr. Replogle reports to Starrla Penick. 20% or 280 hours @ \$28/hour = \$7,840
 - Programs Coordinator
 - Crystal Sade, MADD National Programs Coordinator, responsible for administrative functions including securing meeting space, supplies, and coordination with the training facilities. Ms. Sade will maintain invoices and billing records, and assist with expense reimbursements and securing the training materials and handouts. Ms. Sade reports to Starrla Penick. 10% or 140 hours @ \$18/hour = \$2,520
 - Fringe benefits, personnel @ 19% = \$2820
- Consultants (Contractual)
 - Writing consultant (report) \$5000
- Attendees
 - The budget is geared to accommodate 75 attendees and 10 presenters.
- Travel
 - Air and Ground is calculated at \$550 airfare or mileage equivalent
 - 550 each x 85 = \$46,750
 - Hotel Lodging is calculated at \$200/night at 3 nights each
 - 85 x \$200 x 3 = \$51,000
 - Misc. and Incidental Travel Meals and Expenses*
 - MADD reimbursement limits to \$60/day for the D.C. area with half day reimbursements for the two days of travel.
 - 85 x 2 x \$30 + 85 x 2 x \$60 = \$15,300
- Equipment, training expense (supplies) and other (copier, postage, etc.)

- The equipment category is coverage for meeting rooms and audio and visual equipment used during the workshop, normally furnished by the hotel or a sub-contractor of the hotel on a staff supported, lease-only basis.
 - Meeting room rental \$6,750
 - Audio/visual \$2,250
 - Materials/handouts \$2,250
 - Other \$1,000
- Administrative Services
 - Administrative services are calculated at 9.5% of total direct costs of the budget $.095 \times \$130,300 = \$12,379$
- Total overall costs = \$160,339

APPENDIX B: FINAL WORK PLAN

MADD/NHTSA COOPERATIVE AGREEMENT

NATIONAL LAW ENFORCEMENT IMPAIRED DRIVING SUMMIT

COOPERATIVE AGREEMENT # DTNH2215H00478/0006

May 22, 2018

Since its founding in 1980, Mothers Against Drunk Driving (MADD) has been instrumental in helping reduce drunk driving incidents by over 50 percent. However, alcohol-related traffic crashes are still the biggest contributor of traffic deaths accounting for over 10,000 deaths every year on our nation's roadways. In 2015 and 2016, significant increases occurred in these deaths and the numbers are currently trending in the wrong direction. Drug-impaired driving is an emerging public safety threat. Lack of documented crash data leaves the exact severity of this problem unknown. In 2015, MADD added drugged driving to its mission statement and developed a task force to address this emerging problem.

Law enforcement represents the front line in reducing almost all types of traffic deaths. Because deaths are up across the country, it is imperative that the law enforcement community has support and has the tools it needs in order to keep our roads and communities safe. The general public and some in the law enforcement community, have become complacent to this public safety threat. In 2016, 10,497 people lost their lives on our nation's roadways due to drunk driving. This was a 1.7 percent increase from the 10,320 lives lost in 2015. This comes after a 3.6 increase in the 2015 alcohol related fatality numbers. 28 percent of the 37,461 people killed in traffic crashes in 2016 were alcohol-related with a driver's BAC at .08 or higher. Impaired driving is a 100 percent preventable crime.

As previously stated, drug-impaired driving is an emerging threat and its exact severity is unknown. The opioid overdose crisis, the abuse of prescription drugs and the legalization of the recreational use of marijuana are all emerging as public safety threats across the country, especially on our nation's roadways. The safety community needs to understand what new strategies law enforcement need in order to better address this issue. The public and law enforcement community need to be reinvigorated and develop new strategies to fight all aspects of the impaired driving threat.

Under this Cooperative Agreement Project, MADD will bring together law enforcement executives from across the country to highlight and address the impaired driving problem. MADD will convene a 2½ day National Law Enforcement Impaired Driving Summit in the Washington DC area in the fall of 2018. Cooperative Agreement Project funding will allow for 75 law enforcement executives and 10 MADD Staff to participate. MADD will work with NHTSA to develop an attendee list, agenda and speakers. Subject matter experts will be brought in to address all areas of the impaired driving problem. During the summit, roundtable time will be made available to address new strategies to help MADD better assist law enforcement in addressing the continued problem of drunk driving and the emerging problem of drugged driving. Also, new strategies and implementation plans for law enforcement to reestablish strong enforcement and education programs to address impaired driving will be developed. These strategies and plans will be documented in a final report and will be disseminated to the law enforcement community for a renewed effort and mission to fight impaired driving and to increase strong traffic safety enforcement efforts and programs.

All four tenants of MADD's Campaign to Eliminate Drunk Driving will be reviewed and reinforced during this summit. These tenants are:

Support Law Enforcement: Support high-visibility law enforcement to catch drunk drivers and discourage others from driving drunk.

Ignition Interlocks for all offenders: Require ignition interlock devices, or in-car breathalyzers, for all drunk drivers, to prove they are sober before their vehicle can be operated.

Support for Advanced Technology: Support the development of technology to determine automatically whether or not the driver is above the legal limit of .08 with the car failing to operate if the driver is drunk.

Public Support: It's everybody's responsibility to eliminate drunk driving. Re-engage the public in the fight against impaired driving.

Attendees will return to their respective states with a renewed spirit to fight impaired driving. Through developed strategies, we will end drunk driving so there are **"NO MORE VICTIMS"!**

Meeting Conditions of the Agreement

MADD agrees to carry out the project as described in the technical application and this detailed Final Work Plan. Vicki, Knox, MADD's Acting Chief Executive Officer and Chief Operations Officer, will serve as the Project Director. She will have overall authority and supervision of the project. Crystal Sade, MADD's National Programs and Technology Specialist, will provide technical and logistical support throughout the project. Other MADD staff members will provide support as needed.

MADD's Project Manager will be Ron Replogle, MADD's National Law Enforcement Initiatives Manager. He will be responsible for arranging details, communicating with NHTSA, and accomplishing each task as outlined. Ron will finalize the project timeline as well as any remaining items necessary to carry out the project into the Final Work Plan. The Final Work Plan will take precedent over the application and serve to guide the project implementation through completion of the Summit and a Final Report.

Ron will submit quarterly Progress Reports to NHTSA and ensure invoicing and billing is current providing financial summaries on a frequent basis. The first quarterly report will be due on July 15, 2018.

Ron will ensure close cooperation with NHTSA and MADD staff to select venues, reserve and secure the meeting site, support all travel costs of the presenters and participants, and ensure all necessary support is obtained and provided.

Upon conclusion of the training seminar, Ron will ensure report drafts are transmitted to NHTSA and coordinate the development of the Final Report for the MADD National Law Enforcement Impaired Driving Summit. Following is an established timeline and each phase of the Cooperative Agreement will be completed on or before the date listed.

April 13, 2018 – Cooperative Agreement award date.

May 10, 2018 – Cooperative Agreement Kick-Off Meeting was held.

June 1, 2018 – Meeting location and dates finalized.

June 13, 2018 – Final Work Plan submitted to NHTSA.

July 1, 2018 – Summit attendee list finalized.

October 1, 2018 – Summit agenda finalized.

December 1, 2018 – Summit held and completed.

February 1, 2019 – Final Report completed.

April 13, 2019 – Final briefing held.

Input from the Kickoff Meeting

The Kick-Off Meeting was held on May 10, 2018 via in-person and phone call attendance. Seven NHTSA Regions participated along with NHTSA Headquarters assigned personnel. From MADD, JT Griffin attended in person and Vicki Knox, Kim Morris, Crystal Sade, Christy Atkinson and Ron Replogle attended via phone.

After MADD's Kick-Off meeting presentation, several questions and comments were put forward. One attendee asked whether MADD was considering including information on presenting impaired driving cases in court. MADD is considering including a Traffic Safety Resource Prosecutor as a Summit presenter. We also anticipate this subject being discussed during several hours of roundtable time being planned in the agenda. Any developed strategies will be documented.

Another attendee asked about disseminating strategies and recommendations that may be developed during the conference. MADD advised all strategies and implementation plans will be documented in the Final Report. MADD plans to incorporate any such plans in all law enforcement outreach and support programs and also in possible future cooperative agreements with NHTSA dealing with law enforcement outreach.

A suggestion was also made to invite several agency leaders who have reduced or eliminated traffic safety enforcement programs in recent years. MADD will work with Keith Williams, NHTSA's Chief of Enforcement and Justice Services Division, to identify 25 (one third of the invited attendees) such agencies to invite to attend and participate in the Summit and roundtable sessions.

Another suggestion was to include information on the increase in pedestrian fatalities nationwide, which is many times attributed to impairment. MADD will ensure this is discussed during agenda roundtable time and all information and any strategies developed will be documented to address this issue.

In addition to the elements listed above, the following formal Performance Milestones (M) and Deliverables (D) will be observed and all timelines will be met:

Item #	Condition No.	Milestone (M)/Deliverable (D)	Due Date
1	D.1	Kick-Off Meeting (M)	30 Days
2	D.2	Submit Work Plan (D)	2 Months
3	D.2	COR (AA) Reviews Work Plan (M)	1 Week after Item #2
4	D.3	Law Enforcement Summit (M)	10 Months
5	D.4	Submit Quarterly Project Report (D)	Quarterly
6	D.5	Submit Final Report to COR (D)	Concurrent with Item#4
7	D.5	COR (AA) provides suggested edits/comments regarding Final Report	15 days after Item #6
8	D.6	Final Briefing	12 Months

MADD looks forward in partnering with NHTSA on the National Law Enforcement Impaired Driving Summit. Through our strong relationship, we look forward to developing new strategies to eliminate impaired driving so there are **NO MORE VICTIMS!**

APPENDIX C: ATTENDEE LIST

Name	Agency	NHTSA Region
Chief Jorge Colina	Miami PD, FL	4
Executive Officer Sergio Diez	Miami PD, FL	4
Sheriff Richard Watson	St. Clair Co S.O., IL	5
Lieutenant Timothy Williams	Mishawaka PD, IN	5
Lieutenant Mike Wyatt	Denver PD, CO	8
Chief Boyd Woody	Camden PD, AR	7
Colonel Dereck Stewart	Tennessee Highway Patrol	4
Deputy Chief Phillip Tingirides	Los Angeles PD, CA	9
Chief Kevin Davis	California Highway Patrol	9
Lieutenant Colonel Wayde Webb	AZ Department Of Public Safety	9
Chief Kevin Canavan	Nassau CO PD, NY	2
Lieutenant Don Marose	Minnesota State Patrol	5
Major Paul D Schulze	TX Department of Public Safety	6
Sergeant Jamie Esparza	El Paso PD, TX	6
Lieutenant Paul Weiner	Columbus PD, OH	5
Lieutenant Colonel Vic Ward	North Carolina Highway Patrol	3
Deputy Brian Whitehurst	Orange CO SO NC	3
Captain Daniel Rasmussen	Atlanta PD, GA	4
Chief Ed Sailer	Carol Stream PD, IL	5
Sergeant Mike Bryan	Dallas PD, TX	6
Corporal Shener Ulke	Moon Township PD, PA	2
Sergeant Neal Bonacci	Omaha PD, NE	7
Lieutenant Bob Bryne	Springfield PD, MO	7
Bill Sullivan	NHTSA LE Liaison	7
Colonel Jeff Katz	Chesterfield CO PD, VA	3
Major Greg Smith	Missouri State Highway Patrol	7
Assistant Chief Jeff Sass	Washington State Patrol	10



Major Josh Swindell	Ohio State Highway Patrol	5
Colonel Stephen Smith	New York State Police	2
Captain Rob Weinmeister	South Dakota Highway Patrol	8
Captain Teresa Bloom	Oregon State Police	10
Colonel Mike Rapich	Utah Highway Patrol	8
Colonel Gene Spaulding	Florida Highway Patrol	4
Trooper Matt Watson	New Jersey State Police	2
Chief Danny Sharp	Oro Valley PD, AZ	9
Captain Meg Ross	University of South Florida PD	4
Chief Bob Ticer	Loveland PD, CO	8
Captain Tom Didone	Montgomery CO PD, MD	3
Commander Chris O'Neill	Highland Park PD, IL	5
Chuck Hayes	International Association of Chiefs of Police	
Kyle Clark	International Association of Chiefs of Police	
Sheriff John Whetsel (retired)	Oklahoma Co SO, OK	6
Kristi Barksdale	National Sheriffs Association	
Sheriff James Voutour	Niagara Co SO, NY	2
Sheriff Paul Milbrath	Jefferson Co SO, WS	5
Major Doug Dunn	Overland Park PD, KS	7
Chief Jimmy Perdue	North Richland Hills PD, TX	6
Captain Dan McCarthy	Taunton PD, MA	1
Chief Luis Soler	Woodland PD, CA	9
Sergeant Chris Jancewics	Chesapeake PD, VA	3
Chief Tim Lowery	Florissant PD, MO	7
Sergeant Kory Klotz	Washington City PD, UT	8
Chief Tom Clemons	Seward PD, AK	10
Chief Tom Wickman	Frisco PD, CO	8
Chief Ted Smith	Lincoln PD, NH	1
Director Darrin Grondel	WA Traffic Safety Commission	10

Brian Ursino American Association of Motor Vehicle Administrators

Ken Stecker Michigan TSRP 5

Jared Olsen Idaho TSRP 10

Deputy Chief Andy Hall Fresno PD, CA 9

Colonel Tracy Trott (retired) Tennessee Highway Patrol 4

Chief Amy Prock Myrtle Beach PD, SC 4

Major Jeff Goodwin Colorado State Patrol 8

Sergeant Devin Davis DeKalb Co PD, GA 4

Chief Stuart Cameron Suffolk County PD, NY 2

Sergeant Mike Duke Indianapolis Metro PD, IN 5

Lieutenant Michael Iwai Oregon State Police 10

Sergeant Don Egdorf Houston PD, TX 6

Jim Maisano International Association of Chiefs of Police

Vern Betkey Governors Highway Safety Association

Richard Sullivan GHSA LE Liaison 1

Glenn Cramer GHSA LE Liaison 10

Paul White GHSA LE Liaison 1

Ron Repogle MADD Staff

Vicki Knox MADD Staff

JT Griffin MADD Staff

Stephanie Manning MADD Staff

Colleen Sheehey-Church MADD Staff

Kim Morris MADD Staff

Fran Lanzer MADD Staff

Steven Burritt MADD Staff

Larry Coggins MADD Staff

Rich Mallow MADD Staff

Starrla Penick MADD Staff

Dave Pinsker MADD Staff



Mothers Against Drunk Driving
National Office
madd.org

511 E. John Carpenter Freeway
Suite 700
Irving, TX 75062

214.744.6233 direct
877.MADD.HELP victim support
877.ASK.MADD

Dorene Ocamb	MADD Staff
Tracy McMillan	MADD Staff
Skip Carter	MADD Board
Jennifer Lichtegeer	MADD Staff
Jamie Fisher	MADD Staff
Meghan Carter	MADD Staff
Jason Frazier	MADD Staff
Natasha Thomas	MADD Staff
Lisa Spicknall	MADD Staff
Steve Gehring	MADD Board
Chuck Hurley	Past MADD CEO
Joe Sikes	MADD Board
Anne McCartt	MADD Board

APPENDIX D: SUMMIT AGENDA

MADD/NHTSA Cooperative Agreement

National Law Enforcement Impaired Driving Summit

November 13-15, 2018

Sheraton Suites Old Town Alexandria

Alexandria, Virginia

Tuesday November 13, 2018

8:00am – 9:00am - Opening and Welcoming Remarks

Ron Replogle, MADD National Law Enforcement Initiatives Manager

Michael Brown, Chief of Police, Alexandria, Virginia

Heidi King, NHTSA Deputy Administrator

Vicki Knox, MADD Acting Chief Executive Officer

9:00am – 9:15am – Remarks and MADD Mission Moment

Colleen Sheehey-Church, MADD National President

9:15am – 9:45am – Review of MADD's Campaign to Eliminate Drunk Driving

Review of Previous MADD Law Enforcement Summit Report

JT Griffin, MADD Chief Government Affairs Office

Stephanie Manning, MADD Consultant

9:45am – 10:00am – Break

10:00am – 10:30am - NHTSA Updates and Crash Stats

Chou-Lin Chen, Director, NHTSA Office of Traffic Records and Analysis

10:30am – 11:00am – NHTSA Law Enforcement Engagement Initiative - Review

Keith Williams, NHTSA Chief, Enforcement and Justice Services Division

11:00am – 11:30am – GHSA/HSO Interaction/LEL Program

Vern Betkey, GHSA LEL Program Coordinator

Director Darrin Grondel, Washington Traffic Safety Commission

11:30am – 11:45am – AAMVA Law Enforcement Programs

Brian Ursino, AAMVA Director of Law Enforcement

11:45am – 12:00am – Colonel Tracy Trott, Retired Tennessee Highway Patrol and Past Chair

IACP State and Provincial Police Division

12:00pm – 1:00pm – Working Lunch

Review of MADD's Child Endangerment Expert Panel Report

Ron Replogle, MADD

1:00pm – 3:00pm – Leadership Panels and Successful Programs

Municipal Agencies

Sheriff Departments

State Police Agencies

3:00pm – 3:15pm – Break

3:45pm – 5:00pm – Leadership Panels and Successful Programs (Continued)

Wednesday November 14, 2018

8:00am – 8:30am – MADD Mission Moment

Sergeant Don Egdorf, Houston Police Department

8:30am – 8:45am – NHTSA/Joplin Project - Building Community Support for Impaired

Driving Enforcement

Chief Matt Stewart, Joplin Police Department

Jennifer Davidson, NHTSA Highway Safety Specialist

8:45am – 9:45am – Drug Evaluation and Classification Program (DEC) Update

Chuck Hayes, Kyle Clark, Jim Maisano

IACP DEC Program Regional Coordinators

9:45am – 10:00am – Break

10:00am – 12:00am – Recreational Marijuana Roundtable Panel

The First States

Colorado, Washington and Oregon

12:00pm – 1:00pm – Working Lunch

MADD Programs Update

Kim Morris, MADD Senior Director of Programs



Mothers Against Drunk Driving
National Office
madd.org

511 E. John Carpenter Freeway
Suite 700
Irving, TX 75062

214.744.6233 direct
877.MADD.HELP victim support
877.ASK.MADD

1:00pm – 3:00pm – Roundtable Discussion – General Topics

3:00pm – 3:15pm – Break

3:15pm – 5:00pm – Roundtable Breakout Group Discussions

Thursday November 15, 2018

8:00am – 8:30am – MADD Mission Moment

Sheriff John Whetsel (ret)

Oklahoma County, Oklahoma

8:30am – 8:45am – IACP Highway Safety Committee

Chief Danny Sharp, Chair

Oro Valley, Arizona Police Department

8:45am – 9:00am – National Sheriffs Association Traffic Safety Committee

Sheriff John Whetsel (ret), Chair

Oklahoma County, Oklahoma

9:00am – 9:30am – Traffic Safety Resource Prosecutor (TSRP) Program

Ken Stecker, Michigan TSRP

Jared Olsen, Idaho TSRP

9:30am – 9:45am – Break

9:45am – 11:45am – Roundtable Discussions – Strategies and Implementation Plans

11:45am – 12:00pm – Closing Remarks – Call to Action

APPENDIX E: MADD Meeting Notes Tuesday, November 13, 2018

MADD Staff and National Board members invited 31 Summit attendees to a dinner meeting following the first day of the National Law Enforcement Impaired Driving Summit, funded outside of the NHTSA grant, representing a cross-section of the overall Summit attendance based on expertise, associations, and partnership with MADD, for further discussion about how MADD can better collaborate with Law Enforcement and to invite ideas around a newly developing Law Enforcement Sub-Committee within MADD's National Board of Directors. The purpose of this sub-committee will be to extract timely information from law enforcement in order to tell MADD what law enforcement needs from it so MADD's Board of Directors may make decisions accordingly; as well, this sub-committee will provide for better law enforcement representation on MADD's Board. Major issues and strategies discussed are detailed below:

1. Court Monitoring. The efficacy of MADD's Court Monitoring program to hold the judicial system accountable, given that law enforcement officers often express frustration with the amount of time it takes to process DUI arrests, only for those cases to be dismissed or pled out.
2. Education and Awareness.
 - a. A frequently cited problem was with decreased arrests because of displaced priorities from elected officials. Chiefs may lose their job over homicides but not over traffic enforcement, although traffic fatalities far exceed homicides. It was recommended that MADD utilize partnerships with law enforcement to get into meetings involving Police Chiefs as well as City Council, City Managers, and Mayors in order to help them see traffic safety and impaired driving as a higher priority and take a proactive approach.
 - b. Chiefs and other law enforcement leadership need to be educated on the direct relationship between traffic enforcement and crime reduction. They may be allocating staffing to other crime reduction that could be used in traffic enforcement. MADD can play a key role in educating them on this proactive approach that saves lives.
 - c. MADD can be instrumental in educating county commissioners, who fund over 3,000 elected Sheriffs across the country. Many of these Sheriffs do not have field or law enforcement experience but are independently elected. MADD can educate not only these Sheriffs but influence County Commissioners and Officers as well (National Association of County Officers and National Association of County Commissioners).
 - d. Patrol officers also need to be educated and trained. The Chief may tell them to make DUI arrests, but they have to buy in; they often do not because 1) they do not know how to make the arrest, or 2) they think the DUI task force is handling it. ALL patrol officers should be involved in making drunk driving arrests, not just those on the task force. A MADD Roll Call Briefing Video could bring this message to patrol officers, perhaps through the Academy as well.
 - e. Impaired driving is a crime and people don't equate crime to traffic safety. Saving lives should be our number one job in law enforcement. It's not a misdemeanor, it's a felony prevention. There has to be an educational public campaign to help people understand what this means.

- f. Educate future drivers (youth). Pew research shows that 75% want legalized marijuana. This issue is coming to even conservative states. MADD should be on the front end of this issue, addressing millennials and youth, possibly even using a young victim, and an interactive game or curriculum that speaks their language.
 - g. Public education is critical with the legalization of marijuana. Educate the judges on signs of impairment because the challenge lies in the fact that there is not a way to measure impairment.
- 3. Best Practices and Programs.
 - a. MADD could collect and disseminate best practices in the field of MADD staff and volunteers working with their state and local law enforcement, particularly leadership, to share how MADD supports law enforcement and how and when MADD involves law enforcement in their mission activities.
 - b. MADD could provide an approved high-visibility packet that includes standard messages (to the public, to the media, to officers and their leadership, to victims) and media invitations.
- 4. Legislation. MADD and victims of impaired driving provide an influential voice to legislators.
 - a. MADD could help with legislation to standardize the definition of intoxicating substances across states.
 - b. MADD can be a voice for law enforcement to speak to the judiciary and leadership that impairment is impairment. MADD could tag team with Chiefs, who talk about reducing crime, while MADD talks about its priorities.
 - c. MADD can help in the fight to get sobriety checkpoints in states where they do not exist.

APPENDIX F: Law Enforcement Issues for Roundtable Discussion

1. Manpower
2. Funding
3. Too much competing overtime
4. Lack of prosecution for drug impaired drivers
5. Technology is a deterrent
6. Body cameras – as a positive and negative
7. Lack of leadership or leadership prioritization
8. Toxicology – resources and equipment, chemists, backlog
9. Succession (experienced officers go onto day shift and newer inexperienced officers get night)
10. Legalizing or defunding sobriety checkpoints
11. Retooling jobs and focusing on terror training and shooter training over other priorities; has eclipsed traffic enforcement; disbanded traffic units in order to provide a School Resource Officer in every school after FL shooting
12. Lack of community support produces lack of motivation; de-policing so they don't get "in trouble"
13. Mission creep (the gradual shifting of law enforcement priorities/manpower away from traffic enforcement to address other needs)
14. Relying on non-LE personnel, i.e. hospitals not wanting to do blood draws
15. Police say too much work - motivation or lessened work ethic
16. Younger officers might hold similar public perception about the issues
17. Downfall of DUI unit is that officers defer responsibility to the units
18. Lack of experience; officers haven't been trained
19. Officers live 1-2 hours out and don't want to come into court on their day off
20. Inexperienced prosecutors, lack of training
21. Education for Judges to understand the science around DREs
22. Connect training from Academy into field training officer
23. How to utilize state funding to improve Dui processing
24. Fear, have to be hand-held the first few years
25. Scheduling – offices aren't often out when the drunks are
26. Officer fatigue
27. Legislative support (ex: can't do a blood draw)
28. Lack of consistent data in order to get legislative support
29. Lack of impairing thresholds for other drugs (defining impairment that works with prosecution)
30. Streamlining reports
31. DWI is a violent crime but seen as a traffic offense
32. Have to understand the entire system to know how we can be successful in our silo
33. Unfunded mandates from legislature; have to rob Peter to pay Paul to satisfy their agenda
34. Unintended consequences of well-intended legislation

35. Stopping short – finding another reason to make the arrest and forego the DUI part of it; or stop at DUI and not test for drugs
36. Refusals criminalized
37. Homelessness and mental illness requiring police detail
38. Lack of accountability for the businesses that create the problem (bars and lobby efforts from alcohol industry)
39. Road blocks for ride sharing in some communities
40. Offender behaviors not changing
41. Courts dismiss case, and so officers lose motivation to arrest
42. LE needs people dedicated to ignition interlock device compliance monitoring

APPENDIX G: SUMMIT SURVEY
MADD National Law Enforcement Impaired Driving Summit
Summit Survey
November 13-15, 2018

Thank you for attending and taking the time to participate in this summit evaluation. Your comments will enable us to better plan future summits and training sessions to meet the needs of the law enforcement community.

1. Overall, please rate your satisfaction with the summit?

Dissatisfied		Satisfied		Very Satisfied
1	2	3	4	5

2. The summit provided valuable content?

1	2	3	4	5
---	---	---	---	---

3. What was the most beneficial aspect of the summit?

4. Is there anything MADD should have done differently in hosting this summit?

5. The information presented during the summit will help me better address impaired driving?

1	2	3	4	5
---	---	---	---	---

MADD
MOTHERS AGAINST DRUNK DRIVERS



Protect, Serve and Prevent:

Successful Law Enforcement Strategies to Stop Drunk Driving

MADD 2004 Law Enforcement Leadership Summit Report

Executive Summary

In the last several years, America has witnessed a disturbing trend. After nearly two decades of decreasing alcohol-related traffic fatalities, the course changed. Alcohol-related traffic fatalities have flat-lined.

Until recently, America made great progress—shedding the mentality that drunk driving was a socially acceptable “accident” and adopting the correct view that drunk driving is a serious, preventable crime. Still, unacceptable numbers of parents are burying their children. Too many kids are mourning their parents. And every citizen, politician, judge and law enforcement officer in the country should take notice.

Unfortunately, those in the last group often feel a sense of being stretched thin in today’s post-9/11 world, law enforcement agencies often lack resources to implement proven DUI countermeasures such as highly visible, publicized DUI checkpoints. Meanwhile, officers often lack sufficient training and are evaluated on how many DUI arrests they’ve made, not by how many alcohol-related crashes they have prevented.

It is time for change. That is why more than 50 law enforcement executives and other traffic safety leaders gathered at the first-ever MADD Law Enforcement Leadership Summit in January 2004. MADD listened as those with experience—stopping drunk drivers, administering sobriety tests, and knocking on the doors of victims’ families—discussed the problems and brainstormed solutions. Together, Summit participants reviewed scientific studies that showed what works.

Their feedback was critical to help MADD develop solid, science-based recommendations that will result in a trend everyone can support: fewer alcohol-related traffic deaths and injuries.

MADD Recommendations:

- Advocate general deterrence approaches that prevent death and injury
- Re-prioritization of prevention by law enforcement leadership
- Promote paid advertising to ensure highly publicized enforcement efforts
- Increase resources for effective enforcement
- Emphasize the need to train officers
- Enhance system efficiency and effectiveness

The Situation

While alcohol-related traffic fatalities generally decreased in the 1980s and early 1990s—flat lining in the late 1990s, no significant progress has been made in recent years. In 2003, 17,013 Americans died in alcohol-related traffic crashes—an average of one person every half hour. Another 500,000 people were injured in traffic crashes where alcohol was involved.

Each person killed or injured has loved ones who now share the same voice. Together, we're MADD, and we are working tirelessly to bring the death and heartache on our highways to a stop.

This will require careful steps—steps rooted in proven methods rather than hopes or best intentions. What follows are condensed versions of the science-based methods reviewed by Law Enforcement Summit participants—science that sets the stage for recommendations issued in pages 7-11 of this report.

The Science

Centers for Disease Control (CDC) study shows sobriety checkpoints reduce alcohol-related crashes

Fewer alcohol-related crashes occur when sobriety checkpoints are implemented, according to a report published in the December 2002 issue of *Traffic Injury Prevention*.

Led by CDC scientists, a team of experts conducted a systematic review of 23 scientifically sound studies from around the world and concluded that sobriety checkpoints consistently and effectively reduce alcohol-related crashes and the fatalities and injuries related to these crashes.

In fact, the research showed that where selective breath testing checkpoints—those that require police to have reason to suspect the driver has been drinking before administering a breath test—were used, there was a median decrease of 20 percent for fatal and nonfatal alcohol-related crashes.

An added benefit: checkpoints often also result in the arrest of drivers for other offenses such as driving with a suspended license or carrying weapons.

Second CDC study ties DUI countermeasures to less drunk driving

A second study by the CDC suggests that strong state legislative, enforcement and education activities to prevent drunk driving reduces the rate of drinking and driving. The study, published in the June 2002 issue of *Injury Prevention*, demonstrates that residents of states with weaker DUI legislation, enforcement and education activities were more likely to drive while impaired.

The study used MADD's Rating the States 2000 survey as an index of each state's comprehensive DUI prevention activities and examined these against individuals' self-reported drinking and driving behavior.

People living in states that received a MADD grade of "D" were 60 percent more likely to report alcohol impaired driving than those living in "A" states.

Checkpoint Tennessee: Highly publicized efforts reduce fatal crashes

A statewide sobriety checkpoint program conducted in 1994-1995 also demonstrates that publicity and visibility reduce drunk driving in the short and long term.

The program, called Checkpoint Tennessee, was funded by the National Highway Traffic Safety Administration (NHTSA) to determine if highly publicized checkpoints conducted throughout the state on a weekly basis would have an effect

In 2003,

17,013

Americans died
in alcohol-related
traffic crashes
—an average of
one person every
half hour.

Protect, Serve
and Prevent:
Successful Law
Enforcement Strategies
to Stop Drunk Driving

page

2

on impaired driving. The study showed a 20 percent reduction in alcohol-related fatal crashes extending at least 21 months after the program ended. Meanwhile, five comparison states showed a statistically insignificant increase in alcohol-related fatal crashes coincident with Checkpoint Tennessee.

The CDC studies and Checkpoint Tennessee combine with other studies to demonstrate the overwhelming reality: highly publicized, frequent and visible enforcement efforts, especially sobriety checkpoints, will reduce alcohol-related deaths.

The Summit

The recommendations set forth by MADD in this report were developed with input from more than 50 partners. Participants in the 2004 Law Enforcement Summit included executive level representatives of law enforcement agencies across the country, as well as critical players from the nation's leading law enforcement professional associations.

Participants also included staff or representatives from state and federal government agencies, traffic safety groups, and MADD.

Summit participants reviewed research-based deterrence strategies and reported on successful initiatives in their jurisdictions. They discussed enforcement barriers, motivation, resource challenges, and the complexity of the arrest process.

Consensus was not a goal of the meeting, yet it emerged in a single sentence: frequent, high-visibility enforcement is critical to preventing impaired driving. This chief recommendation—bolstered by five additional recommendations—will result in an outcome everyone in the law enforcement community can support: fewer alcohol-related traffic deaths and injuries.

*...we're MADD,
and we are
working tirelessly
to bring the
death and
heartache on our
highways to a
stop.*

MADD
Activism | Victim Services | Education

Recommendation #1

Advocate general deterrence approaches that prevent death and injury

General deterrence, the concept of preventing a crime before it occurs, is the most important strategy we can employ to reduce the growing number of fatal alcohol-related crashes. Impaired driving and seat belt enforcement mobilizations exemplify general deterrence by concentrating and coordinating law enforcement efforts during a specific period of time. Conducted nationally or statewide, mobilizations use paid and earned media to alert the public to stepped-up enforcement efforts. The primary goal is not to “bust” DUI offenders. The goal is to deter drunk driving. As one Summit participant put it: “Checkpoints are about police presence, not the number of DUIs issued.”

Enforcement blitzes, while highly effective, cannot replace daily enforcement and education. We must make every effort—in every state—to use high-visibility enforcement as a routine strategy to deter individuals from driving impaired.

Sobriety checkpoints

Sobriety checkpoints are the most effective general deterrence enforcement tactic available to law enforcement officers today. In fact, research shows that checkpoints can reduce alcohol-related crashes and fatalities by 18 to 24 percent. Checkpoints work because they increase the perception among drivers that arrest is likely if they drink and drive. The result is fewer alcohol-related crashes, deaths and injuries.

“Checkpoints are about police presence, not the number of DUIs issued.”

Summit Participant

However, law enforcement agencies currently lack adequate funding to implement and maintain checkpoint programs on a regular basis. In turn, law enforcement agencies must use their resources efficiently – research shows that as few as three officers can conduct a checkpoint without any loss of effectiveness.

Other high-visibility enforcement strategies

MADD recognizes that sobriety checkpoints are not possible or appropriate for all communities. In such areas, well-publicized and highly visible saturation patrol or wolf pack efforts are powerful substitutes. Saturation patrols and checkpoint efforts often use multiple law enforcement agencies to concentrate their resources on a particular geographic area to identify and arrest impaired motorists.

Next Steps

- Encourage law enforcement agencies to use general deterrence strategies, especially sobriety checkpoints, where possible
- Use saturation patrols or wolf pack efforts if checkpoints are not possible
- Urge policy and decision makers to allocate sufficient resources to fund high visibility enforcement efforts

Protect, Serve

and Prevent:

Successful Law

Enforcement Strategies

to Stop Drunk Driving

page

4

Recommendation #2

Re-prioritization of prevention by law enforcement leadership

Law enforcement leaders must make the prevention of alcohol-related crashes a priority—both within their communities and within their departments.

First, law enforcement leaders should advocate the need to conduct frequent, high-visibility enforcement efforts, especially sobriety checkpoints. While scientific studies demonstrate that such enforcement efforts will reduce alcohol-related crashes, such findings are worthless if law enforcement leaders fail to implement these proven enforcement efforts in their communities.

Secondly, law enforcement leaders should examine the criteria by which they measure departmental success. MADD urges law enforcement leaders to base their success on the reduction in DUI crashes, injuries and fatalities—not just the number of DUI arrests.

The nature of performance evaluations is that administrators understandably try to build in measurable outcomes. DUI arrests are easily measurable. However, a higher number of DUI arrests will not necessarily reduce the number of alcohol-related fatalities.

As one Summit participant put it: “We do evaluate our troops’ performance on the numbers...but we need to evaluate them on the outcomes of their work. Otherwise, we send a conflicting message.”

The bottom line: law enforcement leaders are critical to making a difference in the fight against impaired drivers. By creating a sense of priority and urgency about this grave safety threat, law enforcement leaders can set the tone and motivate officers on the front lines to make our roads safer for everyone.

Next Steps:

- Urge law enforcement leaders to make frequent, high-visibility enforcement efforts a higher priority
- Encourage law enforcement leaders to redefine successful impaired driving enforcement—counting reductions in alcohol-related crashes, injuries and fatalities instead of just DUI arrests

*“We do evaluate
our troops’
performance on
the numbers...
but we need to
evaluate them on
the outcomes of
their work.
Otherwise, we
send a conflicting
message.”*

Summit Participant

MADD
Activism | Victim Services | Education

Recommendation #3

Promote paid advertising to ensure highly publicized enforcement efforts

Paid advertising is one of the reasons sobriety checkpoints and other enforcement strategies work. Effective paid advertising reliably increases the perception among drivers that arrest is likely if they drink and drive.

Case in point: In May 2002, the ten states that conducted Click It or Ticket (zero tolerance safety belt law enforcement) efforts with paid advertising saw safety belt use increase from 68.5 to 77.1 percent over a four-week period. States that relied only on earned media to publicize their increased enforcement efforts achieved a meager average gain of half a percentage point.

MADD strongly encourages the continued use of federal funding for paid national media campaigns to augment current earned media efforts that accompany intensive impaired driving and seat belt enforcement efforts.

Currently, NHTSA provides grants to states to fund many local law enforcement agencies' mobilizations and saturation efforts at certain times throughout the year. These efforts have a cumulative effect, and are even more successful when they integrate paid advertising that reinforces a strong enforcement message.

Next Steps

- Advocate the continued use of federal funding to support paid national media campaigns that accompany intensive impaired driving and seat belt enforcement efforts
- Urge federal, state and local leaders to allocate funds to support integrated enforcement and media efforts on a day to day basis to remind people that reducing alcohol-related traffic death and injury is an everyday concern

Recommendation #4

Increase resources for effective enforcement

The challenges before public safety departments today are varied and great. However, even in today's post-9/11 world, traffic enforcement in general, and impaired driving enforcement in particular, must be higher on the list of law enforcement's priorities. To successfully achieve that goal, agencies need continued resources allocated to this critical task.

MADD strongly encourages the continued use of federal funding for paid national media campaigns to augment current earned media efforts that accompany intensive impaired driving and seat belt enforcement efforts.

With law enforcement budgets stretched to their limits, funding assistance is critical for DUI training, overtime, and equipment to ensure effective enforcement.

At the same time, states and NHTSA must be accountable for the expenditure of federal highway safety funds, and states must work cooperatively with NHTSA to develop strategic highway safety plans that establish goals and evaluation measures for funded programs.

Next Steps

- Local, state and federal policy makers must provide increased and continued funding for effective impaired driving and seat belt enforcement
- Resources must fund efforts proven to reduce fatalities and injuries.

Recommendation #5

Emphasize the need to train officers

Even with demanding job responsibilities and tight budgets, time and money must be devoted to the training of officers in evidence gathering, arrest procedures and other areas related to enforcement of impaired driving laws.

First, officers must receive more training. The average law enforcement officer receives eight hours of training on impaired driving. This is insufficient. NHTSA and the National Criminal Justice Association (NCJA) recommend at least 40 hours of academy training on impaired driving. Additionally, officers should be required to update or refresh their skills each year.

Secondly, training must be consistent— Standardized Field Sobriety Testing (SFST) training should meet NHTSA/IACP standards. Consistent training leads to consistent application of the law.

Third, the content of training must be expanded. A Traffic Injury Research Foundation study found that about half of all law enforcement officers said they would take more enforcement action if they had more comprehensive training. Traffic safety groups agree that expanded training should come in areas such as: DUI prevention strategies, in-depth SFST, training, evidence gathering, arrest procedures and individual states' laws and statutes.

*Consistent
training leads
to consistent
application
of the law.*

Next steps:

- Increase the amount of training officers receive on impaired driving enforcement
- Adopt an approved training format
- Improve training content

Recommendation #6

Enhance system efficiency and effectiveness

Another important consensus that emerged from the Law Enforcement Leadership Summit: participants believe that if we are to successfully reduce the number of alcohol-related fatalities, we must enhance system efficiency and effectiveness. "Putting a drunk in jail has just gotten too complicated," one participant said succinctly.

Officers who execute a simple DUI arrest are often off the road for hours, processing paperwork instead of identifying other drunk drivers. Some departments across the country have instituted electronic reporting forms that streamline the arrest process and get officers back on the streets more quickly. In other states, legislatures have re-codified DUI laws to make them easier to understand and enforce. Efforts like this increase a department's efficiency, and allow officers to spend more time on actual enforcement.

MADD is committed to supporting these and other efforts within the system to reduce impaired driving. As Summit participants noted, once law enforcement has done its job, the legal system and the public must do theirs. For example:

- Public outcry must take place when judges have low DUI conviction rates
- Seasoned prosecutors must be retained, so police spend less time retraining officers of the court
- DUI offenders must be moved into assessment and treatment immediately, once they are in jail
- Tracking systems must be developed that review DUIs at every stage of the arrest and sanctioning process to determine where there might be issues

*"Putting a drunk
in jail has just
gotten too
complicated."*

Summit Participant

Conclusion

Keeping America's roads safe is a daunting, necessary task. Our everyday heroes—law enforcement officers—are charged with the job. They deserve nothing less than our full support in gaining tools to do the job we ask them to do.

That is why MADD called experts together for the first-ever MADD Law Enforcement Leadership Summit. And that is why MADD commits to stepping up its support for law enforcement—working at every level to focus attention and secure resources for critically-needed enforcement.

The MADD recommendations outlined in this report are six steps in the right direction. The recommendations, if implemented, will equip most law enforcement departments with the means to conduct highly-publicized enforcement efforts, including sobriety checkpoints—the most effective tool available to them today. The recommendations will result in better funded, better motivated, better trained, more efficient law enforcement personnel.

And, in the end, the recommendations will help reduce the unacceptable number of alcohol-related traffic deaths and injuries. They will make America's roadways safer for everyone, every day.

APPENDIX I

Mothers Against Drunk Driving MADD

Impaired Driving--Financial Report

Grant number:
DTNH22-15-H-00478/0006

	May	June	July	August	September	October	November	December	Reporting Dates			
Report No:	1	2	3	4	5	6	7	8		12/1/2018	12/31/2018	
Cost Category	Costs reported this month	Costs reported this month	Costs reported this month	Costs reported this month	Costs reported this month	Costs reported this month	Costs reported this month	Costs reported this month	Cummulative Total	Previous Cummulative	Budget	Remaining Budget
Salaries & Benefits	1,128.26	549.23	3,495.87	3,034.10	2,417.45	1,863.34	4,265.21	1,451.22	18,204.68	16,753.46	19,895.00	1,690.32
Travel	-	-	1,041.38	18,652.00	11,912.10	6,897.41	7,126.29	70,491.96	116,121.14	45,629.18	125,800.00	9,678.86
Equipment, Training & other	-	-	-	-	-	-	74.51	8,126.10	8,200.61	74.51	12,250.00	4,049.39
Indirect Rate 10%	112.83	54.92	453.72	2,168.61	1,432.96	876.07	1,146.61	8,006.92	14,252.64	6,245.72	15,795.00	1,542.36
	1,241.09	604.15	4,990.97	23,854.71	15,762.51	9,636.82	12,612.62	88,076.20	156,779.07	68,702.87	173,740.00	16,960.93