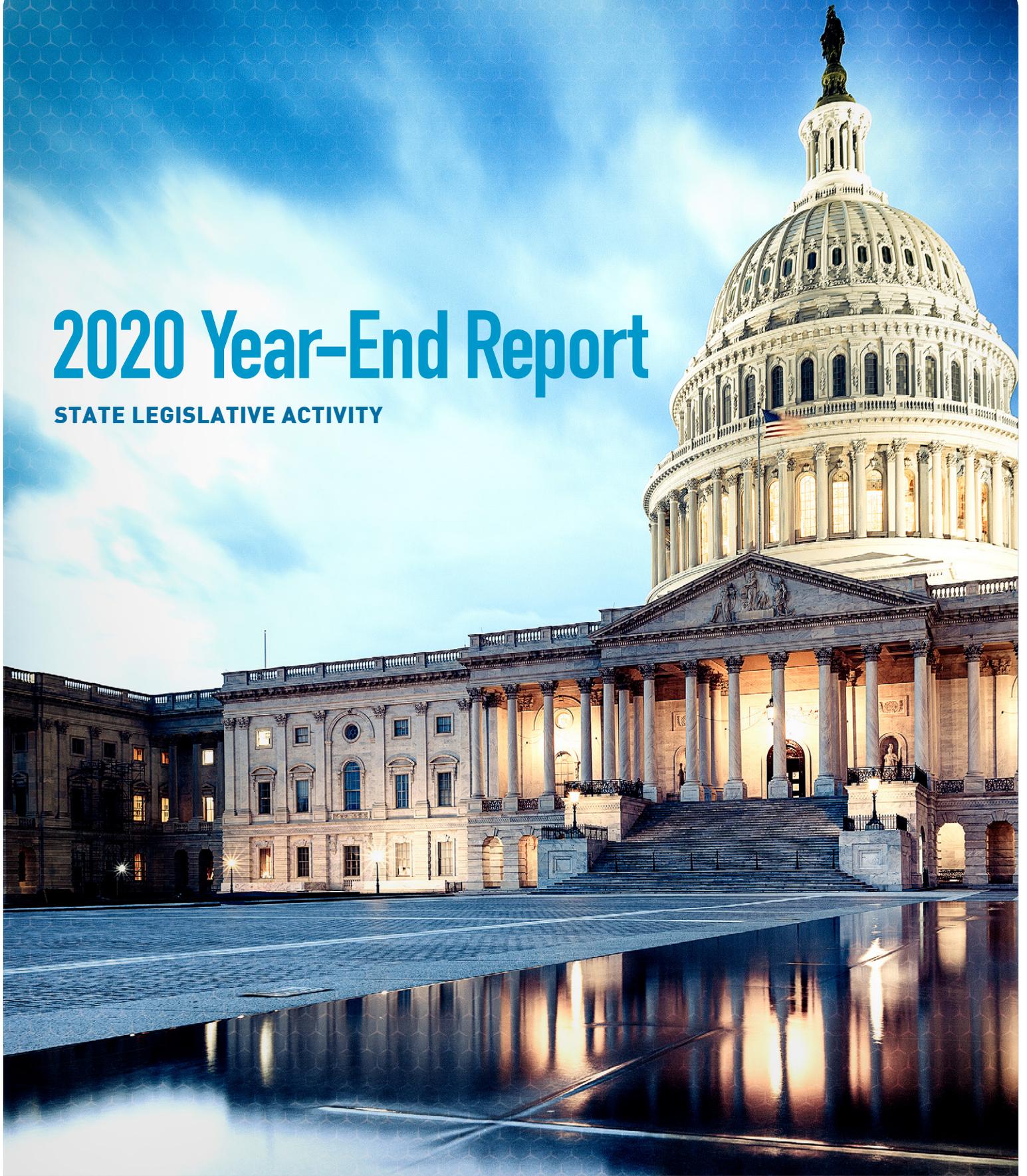


2020 Year-End Report

STATE LEGISLATIVE ACTIVITY



RESPONSIBILITY.ORG

IMPAIRED DRIVING PREVENTION

Legislative and Program Report

Despite a crazy year conducted mainly online, progress was made to prevent impaired driving. As Impaired Driving Month ends, Responsibility.org and its partner the Governors Highway Safety Association (GHSA) are launching a bipartisan effort to stop impaired driving with PSAs from Governor Roy Cooper (D-NC), [Governor Mike DeWine](#) (R-OH), [Governor Larry Hogan](#) (D-MD), and Governor Gretchen Whitmer (D-MI). We are thankful for their leadership to prevent impaired driving.

In 2020, state legislatures worked to pass new legislation related to impaired driving prevention. **Below is a summary of new state laws and their effective dates.**

STATE	BILL	PRIMARY SPONSOR(S)	FOCUS	BILL SUMMARY	EFFECTIVE DATE
California	AB 1869	Assembly Committee on Budget 22 Democrats	Criminal Fees	The bill specifies that if a defendant is granted probation and ordered to install an ignition interlock device, the defendant shall be required to pay the cost of purchasing and installing an ignition interlock device pursuant to Section 13386 of the Vehicle Code	Signed into law and took effect September 18, 2020.
California	AB 3234	Phil Ting (D)	Public Safety	This bill would authorize a judge in the superior court in which a misdemeanor is being prosecuted to offer misdemeanor diversion to a defendant over the objection of a prosecuting attorney, except as specified. The bill would authorize the judge to continue a diverted case for a period not to exceed 24 months and order the defendant to comply with the terms, conditions, and programs the judge deems appropriate based on the defendant's specific situation. Under the new law, DUIs would be expunged from offender records, creating a situation where it is difficult (if not impossible) to identify, charge and sentence repeat DUI offenders.	Signed into law September 30, 2020 and takes effect January 1, 2021. Responsibility.org and other traffic safety groups and individuals urged a veto of this bill and will work to improve this law in 2021.
Delaware	HB 152	Jeff Spiegelman (R) Ernie Lopez (R) Trey Paradee (D) Larry Mitchell (D)	Ignition Interlock enhancements	This bill closed a loophole that allowed a person to avoid installing an IID. It also clarifies the process in which a license is reinstated if the person has been disqualified from the IID program.	Signed into law and took effect on February 25, 2020.

Georgia	HB 799	Shaw Blackmon (R) Steven Sainz (R) John Corbett (R) Trey Kelley (R) Jesse Stone (R) Dar'shun Kendrick (D) Mary Oliver (D)	DUID License Suspension	A bill relating to suspension of license for being in control of a moving vehicle under the influence of a controlled substance or marijuana, to repeal a prohibition regarding the eligibility of certain violators to receive early reinstatement of their driver's licenses and limited driving permits; to provide for related matters; to provide for an effective date; to repeal conflicting laws; and for other purposes.	Signed into law and took effect July 29, 2020.
Iowa	HF 2411	Brad Zaun (R) Jon Thorup (R)	Drug Court Program	The bill states that a court shall only enter an order finding the participant is not required to provide proof of installation of an approved ignition interlock device on all motor vehicles owned or operated by the participant if any of the following apply: (a) The participant will be ineligible for a temporary restricted license at the time the participant completes the sobriety and drug monitoring program; (b) The participant will not own a motor vehicle or have a motor vehicle registered in the participant's name at the time the participant completes the program, and the participant has submitted an affidavit stating such.	Signed into law June 17, 2020, took effect July 1, 2020.
Indiana	HB 1157	Mac McNamara (R) Steve Bartels (R) Aaron Freeman (R) Robin Shackelford (D) Karen Tallian (D) Ryan Hatfield (D)	Ignition Interlock Test Refusal	<p>If an individual has refused a chemical test, the court may grant driving privileges if</p> <ol style="list-style-type: none"> 1) they have not previously refused a chemical test 2) they install an ignition interlock device 3) the court believes awarding privileges is in the interest of justice. 	Signed into law March 18, 2020, took effect March 30, 2020.
Indiana	HB 1224	Mike Crider (R) Jim Merritt (R) Mac McNamara (R)	Ignition Interlock	This bill designates the Indiana Criminal Justice Institute receive reports on ignition interlock devices instead of the Governor's Council on Impaired and Dangerous Driving.	Signed into law March 11, 2020, took effect March 30, 2020

Louisiana	SB 352	Cameron Henry (R)	Assessment	Authorizes judges to order standardized, DSM-V, evidence-based, assessments for repeat DWI offenders (must be conducted by a physician to identify alcohol/ drug dependence) to facilitate greater use of medication-assisted treatment among the DWI population.	Signed into law June 4, 2020, took effect August 1, 2020.
Michigan	HB 4981	Pauline Wendzel (R)	Expungement	An act to provide for setting aside the conviction in certain criminal cases; to provide for the effect of such action; to provide for the retention of certain nonpublic records and their use; to prescribe the powers and duties of certain public agencies and officers; and to prescribe penalties.	Signed into law and took effect October 13, 2020. On Jan. 4 , 2021 Governor Whitmer (D-MI) vetoed SB 1254 that would have expunged OUI offenses. She did sign HB 4981 that allows other lesser traffic offenses to be expunged.
Michigan	SB 718	Peter MacGregor (R)	Oral Fluid Testing	Allows roadside drug testing for controlled substances for Michigan's ongoing pilot program in 83 counties.	Signed into law and took effect June 16, 2020.
Mississippi	HB 1371	Charles Busby (R)	Ignition Interlock	Specifies that the term of an ignition-interlock-restricted license issued under this article shall be four years.	Signed into law and took effect July 8, 2020.
New Hampshire	SB 34	Harold French (R)	Physical Control	Bill clarifies the meaning of "drive or attempt to drive" in certain DWI prohibitions.	Signed into law July 17, 2020, took effect September 15, 2020.
New York	A 9508	Joint General Budget Conference Committee	e-scooters DUI	Criminal penalties can be given out to those under the influence of alcohol or drugs while operating an electric bike or scooter.	Signed into law April 3, 2020, took effect July 1, 2020.
Oklahoma	HB 2877	Mike Sanders (R) Lonnie Paxton (R)	Victim Impact Panel	This bill establishes a victim impact panel that will be attended by those who have been found to be driving under the influence of alcohol or any other substance. Individuals attending the victim impact panel will be required to pay \$75.	Signed into law May 19, 2020, took effect May 22, 2020

Pennsylvania	HB 1185	Steve Mentzer (R)	Lookback BWI	An Act amending Title 30 (Fish) of the Pennsylvania Consolidated Statutes, in property and waters, further providing for the offense of damage to property; in protection of property and waters, further providing for the offense of littering; in fishing licenses, further providing for form and expiration of licenses; in preliminary provisions relating to boats and boating, further providing for boating education; and, in operation of boats, further providing for the offense of operating watercraft under influence of alcohol or controlled substance and providing for the offense of aggravated assault by watercraft.	Signed into law July 1, 2020, took effect August 30, 2020.
Pennsylvania	HB 2296	Lori Mizgorski (R)	DUI Additional Fines	The bill states that any person who violates subsection (a) or (a.1) shall, upon conviction, pay an additional fine of \$300 if the unreported conviction or citation, arrest or charge was related to driving under the influence of alcohol or controlled substance	Signed into law November 25, 2020, takes effect January 24, 2021.
Pennsylvania	SB 976	Mike Regan (R)	Treatment Court Veteran Court	An Act amending Title 42 (Judiciary and Judicial Procedure) of the Pennsylvania Consolidated Statutes, in jurisdiction of appellate courts, providing for commerce court program; and, in organization and jurisdiction of courts of common pleas, further providing for problem-solving courts and providing for commerce courts.	Signed into law November 3, 2020, takes effect January 2, 2021.
Utah	HB 139	Steve Eliason (R) Curt Bramble (R)	Test Refusal	This bill criminalizes an individual's refusal to a chemical test in certain circumstances if they are thought to have been driving under the influence.	Signed into law March 28, 2020, took effect July 1, 2020.
Utah	HB 159	Mike McKell (R) Curt Bramble (R)	Insurance Coverage Revisions	If an individual has been found to have been operating a vehicle while under the influence of alcohol or drugs, they may have limited insurance coverage limits.	Signed into law March 28, 2020, took effect July 1, 2020.
Utah	HB 184	Marc Roberts (R) Deidre Henderson (R)	Golf Carts on Highways	Prohibits the use of alcohol while driving a golf cart on a highway	Signed into law March 24, 2020, took effect May 23, 2020.

Utah	HB 206	Todd Weiler (R) Karianne Lisonbee (R) Stephanie Pitcher (D)	Pre-trial Release Bond Conditions	An individual may be arrested if a peace officer has reasonable cause to believe they are driving under the influence of alcohol or drugs.	Signed into law March 28, 2020, took effect October 1, 2020.
Utah	HB 399	Timothy Hawkes (R) Jerry Stevenson (R)	Alcohol Amendments	When arresting an individual for driving under the influence, the arresting officer must ask where the alcohol was obtained and put it in the arrest record.	Signed into law March 28, 2020, took effect May 27, 2020.
Virginia	SB 282	Creigh Deeds (D)	Ignition Interlock First offense driving under the influence	Allows a court with proper jurisdiction to prohibit a driving under the influence offender from operating a motor vehicle that is not equipped with an ignition interlock after a first offense of driving under the influence of drugs.	Signed into law March 31, 2020, took effect July 1, 2020.
Virginia	SB 439	Scott Surovell (D)	DUI Remote Alcohol Monitoring	On the first DUI conviction for adults, if the BAC is under 0.15 then the only restriction on the offender's license is the requirement of an ignition interlock for one year.	Signed into law April 9, 2020, took effect July 1, 2020.
Virginia	SB 798	Joe Morrissey (D) Jeff Bourne (D) Patrick Hope (D) Ibraheem Samirah (D)	Driving after forfeiture of license	Clarifies the penalties for driving with a suspended license if found guilty of driving 1) after the driver's license has been revoked 2) in violation of the terms of a restricted license 3) without an interlock when one is required Or 4) if an individual's license has been suspended or revoked due to driving under the influence with a BAC of 0.02 or more.	Signed into law April 9, 2020, took effect July 1, 2020.
Virginia	SB 818	Joe Morrissey (D) Jennifer Boysko (D) Monty Mason (D) Patrick Hope (D) Ibraheem Samirah (D)	Mental Health Treatment Courts	Establishes a behavioral health court that offers judicial monitoring of intensive treatment and supervision for offenders who may have mental illnesses and co-occurring substance abuse issues. Also establishes an advisory committee for localities that plan to set up such a court.	Signed into law April 10, 2020, took effect July 1, 2020

Virginia	HB 34	Joe Lindsey (D)	Ignition Interlock Test Refusal Treatment	Allows an individual convicted of a first offense of a refusal to have samples of breath taken for tests to determine the BAC of the individual to petition court 30 days after a conviction for a restricted driver's license.	Signed into law March 12, 2020, took effect July 1, 2020
Virginia	HB 663	Mike Mullin (D)	Ignition Interlock	Specifies the venue for the prosecution of circumvention of an operation of an ignition interlock.	Signed into law March 4, 2020, took effect July 1, 2020.
Vermont	S 234	Dick Sears (D)	Judiciary Procedures	The bill provides that a person 16 years of age or older and under 21 years of age shall not possess malt or vinous beverages, spirits, or fortified wines for the purpose of consumption by himself or herself or other minors, except in the regular performance of duties as an employee of a licensee licensed to sell alcoholic liquor.	Signed into law October 7, 2020, takes effect January 1, 2021.
Vermont	H 788	Sarah Copeland-Hanzas (D)	DUI Enforcement Fund	The bill provides for a Surcharge; Public Defender Special Fund; DUI Enforcement Special Fund. A person suspended under this section for a refusal shall be assessed a surcharge of \$50.00 which shall be collected by the Department of Motor Vehicles prior to reinstatement of the person's driving privileges.	Signed and took effect into law July 1, 2020.
Vermont	SB 54	Dick Sears (D) Tim Ashe (D) John Rodgers (D) Jenette White (D) Chris Pearson (D) Joe Benning (R)	Cannabis Regulation	This bill creates rules and regulations for testing cannabis and the Cannabis Control Board. It established an oral fluid drug testing program; however, the program contains major loopholes that Responsibility.org and its partners will work to fix in future legislative sessions.	Allowed to become law without signature of Governor on October 7, 2020.
Washington	HB 1504	Brad Klippert (R)	Enhanced penalties IID enhancement	If an individual is found to have been driving under the influence with one or more passengers who are under the age of 16, an ignition interlock will be required for 12 additional months.	Signed into law April 3, 2020, took effect June 11, 2020.
Washington	HB 2483	Luanne Van Werven (R)	Vehicle Impoundment	Clarifies impoundment of a vehicle following an arrest of driving under the influence of alcohol or drugs.	Signed into law March 25, 2020, took effect June 11, 2020

Wisconsin	AB 222	John Spiros (R)	Enhanced Penalties	Allows the cancellation or suspension of operating privileges if found to be driving while intoxicated.	Signed into law February 28, 2020, took effect February 29, 2020
Wisconsin	SB 6	Alberta Darling (R) Kathy Bernier (R) Dave Craig (R) Dale Kooyenga (R) Howard Marklein (R) Steve Nass (R) Lena Taylor (D) Tim Carpenter (D)	Repeat Offender	Establishes a mandatory minimum period in prison for fifth and sixth offenses if driving under the influence.	Signed into law February 28, 2020, took effect February 29, 2020
West Virginia	SB 130	Charles Trump (R)	Driver's License Suspension	The purpose of this bill is to revise procedures for drivers' license suspensions and revocations for driving under the influence of alcohol, controlled substances or drugs.	Signed into law March 25, 2020, took effect June 4, 2020
West Virginia	SB 765	Ryan Weld (R)	Habitual Offender	Any individual who is convicted of driving under the influence and causes death shall be imprisoned in a state correctional facility for a life sentence if any prior convictions are under the same circumstance.	Signed into law March 25, 2020, took effect June 5, 2020
West Virginia	SB 848	Mike Azinger (R)	DUI cases may not use Military Service Member Courts	Individuals who are charged with offenses related to driving under the influence of alcohol or drugs are not eligible to use Military Services Member Courts.	Signed into law March 25, 2020, took effect June 3, 2020
Wyoming	HB 31	Joint Committee on Labor, Health and Social Services	Screening and assessment	Requires the department of health and the department of corrections to improve mental health and substance use programming to try to stop offender recidivism.	Signed into law March 24, 2020, took effect July 1, 2020

Federal Legislative Efforts

As we are every year, Responsibility.org was active on the Federal level as well. A report on our 2020 activities can be accessed [here](#). As the 117th Congress is sworn in this month, Responsibility.org will be meeting new members and working with partners to include important impaired driving countermeasures into the transportation reauthorization bill as well as other relevant legislation.

State Attorneys General

For the 17th year in a row, Responsibility.org partnered with state attorneys general to highlight underage drinking prevention. We have taped PSAs with more than 30 state AGs that will launch in April 2021 for Alcohol Responsibility Month. This important partnership drives parents, educators and kids to the evidence-based, digital, free [Ask, Listen Learn](#) program that teaches kids ages 9-13 about how alcohol and cannabis affect developing brains, ways to say no and strategies to keep children substance free. Stay tuned for the new PSAs!

New Policy Positions

In 2020, Responsibility.org passed three new policy positions to improve impaired driving detection through [expanded drug testing among impaired drivers](#), [oral fluid testing](#) and countermeasures to address the increase in [multiple substance impaired driving](#). We will advocate for these issues at the state and federal level in 2021.

GHSA Grants

Responsibility.org and the Governors Highway Safety Association (GHSA) partnered for the sixth straight year in awarding state training grants that supported the recent launch of our Stop HRID program and DUI countermeasures. The grants will expand upon the 2,000 officers trained in drug-impaired driving detection through the first five years of the partnership. The 2020 grant awards funded seven states – Illinois, Maryland, Minnesota, Missouri, Pennsylvania, Washington and Wyoming – with a total of \$210,000 to support enhanced identification and assessment of alcohol and drug impaired drivers. GHSA also received \$35,000 to educate State Highway Safety Offices and law enforcement agencies throughout the United States about state oral fluid test pilot programs. **Details on each grant follow:**

Pennsylvania's grant enabled eight urban law enforcement agencies to train two officers, per agency, as Drug Recognition Experts (DREs).

Maryland will conduct two DRE training courses as well as expand the number of officers that will be trained in Advanced Roadside Impaired Driving Enforcement (ARIDE). Standard field sobriety, ARIDE and DRE training programs are currently the best line of defense in a highway safety environment without scientifically validated legal intoxication limits for marijuana and other drugs. Training law enforcement officials on emerging technologies, medical phlebotomy and bolstering toxicology testing programs are the next key elements for addressing multi-substance impaired driving.

Illinois' grant enabled eight law enforcement officials to receive medical phlebotomy training. This reduces the amount of time an officer is off the street processing an impaired driver and the costs because law enforcement agencies do not need to pay phlebotomists or hospital fees for blood draws. It also simplifies the evidentiary chain of custody since fewer people are handling the blood sample.

Maryland and Wyoming will use grant funds to benchmark toxicology best practices and improve toxicology training. Testing for impairing drugs is critical for uncovering motorists' substance use problems, which is central to the individualized justice approach. Wyoming's goal is to develop an accredited toxicology unit that can provide confirmatory analysis necessary for court cases, analyze impacts of oral fluid testing and advance programs to support effective evidence collection using oral fluid testing.

GHSA will educate State Highway Safety Offices and law enforcement agencies about oral fluid test programs. Unlike blood draws, oral fluid tests are a quick, minimally invasive,

and painless way to collect a sample close to the time the driver was operating a vehicle. They are a more reliable indicator of the presence of drugs at the time of the stop and comparable to preliminary breath tests. However, they cannot conclusively determine the level of impairment but can be used to collect evidence as part of a broader impaired driving investigation.

Washington State plans to establish a Commercial Motor Vehicle (CMV) driving under the influence training pilot for DREs. This program will be the first of its kind in partnering Commercial Vehicle Enforcement Officers and DREs in assessing CMV drivers for impairment. The Federal Motor Carrier Safety Administration started a drug and alcohol clearing house and based on data, there is a clear need for more examination and DRE evaluations of CMV drivers.

Minnesota will use its grant to evaluate the Screening, Brief Intervention and Referral to Treatment (SBIRT) process conducted by the St. Louis County DWI Court, with a goal of expanding SBIRT to other DWI courts across the state. SBIRT is an evidence-based approach to identifying individuals who use alcohol and other drugs at risky levels. Implementing innovative partnerships to combat impaired driving.

Missouri will use its grant to explore new ways to address impaired driving through a partnership with the Missouri Safety Center, that will include examining new and successful DUI countermeasures employed by other states.

These grants have been highly successful and allow states to expand training, implement strategies previously precluded due to current resources and support for continuing our work in eliminating impaired driving. These grants will continue in 2021.

Responsibility.org Forms the National Alliance to Stop Impaired Driving (NASID)

Responsibility.org recognizes a need for a national voice and leadership addressing multiple substance impaired driving, thus the formation of the National Alliance to Stop Impaired Driving (NASID). This Alliance will be the first organization of its kind coalescing various stakeholders focusing on alcohol, drug, and multiple substance impaired driving, enhancing oral fluid roadside screening and emerging toxicology testing systems.

The impairing effects of alcohol intoxication have been extensively researched to establish per se levels, but unfortunately, there is no empirical research to establish impairing levels for any drug used singularly or in combination. As states continue to legalize cannabis, the opioid epidemic rages on, and as prescription medication use increases, drivers are continuing to combine substances and driving impaired. Unfortunately, the public and policymakers have inadequate knowledge of the multiplicative crash risk and implications this poses on our roadways.

Policymakers, traffic safety advocates, and the public have long understood the need to eliminate drunk driving, but additional education and action is needed to effectively address this growing trend of multiple substance impaired driving. The Federal government, States, non-profits, and other organizations have made significant investments in training for law enforcement to identify impaired drivers. However, a vital need exists to increase chemical testing (at roadside and in toxicology laboratories) to identify the presence of drugs among impaired drivers. This is critically important for effective identification, adjudication, sentencing, and treatment that leads to behavior change and prevents DUI recidivism.

MISSION

The National Alliance to Stop Impaired Driving (NASID) works to eliminate all forms of impaired driving, especially multiple substance impaired driving, through DUI system reform, DUI detection, data improvements and technology to effectively fight impaired driving. NASID is a broad coalition of stakeholders working in a public/private partnership to achieve these goals. We encourage collaboration between law enforcement, prosecutors, judges, toxicologists, academics, safety advocates, and industry to work together toward the goal of eliminating impaired driving.

PURPOSE

NASID provides national leadership to identifying and promoting solutions to impaired driving, including expanded chemical testing among impaired drivers, training for criminal justice practitioners, toxicology lab capacity improvements and programs to increase likelihood of recovery and reductions in recidivism. NASID will be focused on increasing roadside technologies such as oral fluid testing and enhancing drug testing for impaired drivers. NASID was officially announced on December 2, 2020, at the National Conference of State Legislators webinar, [Drunk and High Behind the Wheel: Tackling the Growing Threat of Polysubstance-Impaired Driving](#). This webinar had over 352 attendees illustrating the interest in this public safety concern. NASID's work will include state and federal advocacy efforts, public awareness and education, and state implementation of effective programs.

NASID will formally launch at Responsibility.org's 2021 Multiple Substance Impaired Driving Summit hosted in collaboration with GHSA and AAA and scheduled for July 28-31, 2021, at the Renaissance Arlington Capital View Hotel in Virginia. The goal of this summit is to further explore multi-substance issues, technology, create a NASID Strategic Plan, and increase the visibility of NASID. If you would like to join NASID, please contact Darrin Grondel at darrin.grondel@responsibility.org.

Responsibility.org Sponsors Premiere Law Enforcement Training Meeting

In 2020, Responsibility.org sponsored the International Association of Chiefs of Police (IACP) 2020 Drug and Alcohol Impaired Driving Conference (#DAID2020) on August 6-8, 2020. This was the first time Responsibility.org had sponsored this conference. Due to the COVID-19 pandemic, this became a virtual event creating an opportunity to reinvent some of the work Responsibility.org does at conferences. The conference draws over 1,300 experts in the field of drug recognition from across the country and Canada to learn about the most effective ways to enforce impaired driving laws. Responsibility.org's Vice President of Traffic Safety and Government Relations, Darrin Grondel, presented to conference attendees on the issue of high-risk impaired drivers, highlighting the [StopHRID](#) program and our 2020 state law enforcement training grants.

CARS (Computerized Assessment and Referral System) Update

Since 2011, the Division on Addiction at Cambridge Health Alliance, a Harvard Medical School teaching hospital and Responsibility.org have engaged in an ambitious clinical software development and research agenda. This engagement has produced the Computerized Assessment & Referral System (CARS; www.carstrainingcenter.org). CARS is designed to identify mental health concerns in addition to substance use disorders that influence DUI behavior.

In early 2020, the latest version known as CARS 5 was released. CARS 5 expands the tool's ability to screen for additional disorders. CARS 5 also includes a Spanish screening version and a self-assessment screening version.

In the late summer, a survey was sent to 950 persons that have downloaded CARS to gather information on how helpful CARS is and what would improve it further. The user feedback and testing has produced a list of recommendations for a CARS-5 update. The Division is currently working on the update and it should be ready by Spring 2021.

Responsibility.org also requested the Division create a more general version of the CARS screener that is not DUI-specific. This will allow for screenings in more general mental health settings, like the veteran population and will focus more on psychosocial risks for relapse and/or mental health crises, rather than DUI recidivism. This version of CARS should also be completed by Spring 2021.

Responsibility.org Launches New Criminal Justice Resources (www.STOPHRID.org)

The High-Risk Impaired Driver (HRID) project was launched in May 2020. In addition to the initial webinar that brought over 230 people together to learn about high-risk impaired drivers (Repeat offenders, high BAC drivers and/or multiple substance impaired drivers). Multiple resources have been added this fall to the [HRID toolkit](#). **They include:**

The [Cannabis Impaired Driving Workshop Handbook](#), This document is an excellent resource for Phase 1: Cops and Traffic Stops of the StopHRID.org website. The document was funded by Responsibility.org and drafted by the National District Attorneys Association and is also a great resource for legislators and policy makers as they look at the implications of new laws for cannabis in their states and localities. Law enforcement officers, however, are not always equipped with the skills necessary to detect and investigate cannabis-impaired driving. For decades, law enforcement agencies have educated their officers to observe and detect alcohol impairment with the use of “wet labs” – an event where volunteers are dosed with alcohol and observed performing psychophysical and mental tests. Until recently, no similar training event was available to observe cannabis impairment in volunteer cannabis dosed subjects, i.e., “green labs.” However, as state laws have begun to change regarding the legality and use of cannabis, several agencies have begun to utilize “green labs” to train their officers to detect cannabis impairment. Considering Federal regulations, variances in state and local laws, politics, and other numerous impediments, these classes have been prevented from becoming standardized and commonplace. This Handbook is designed to assist law enforcement agencies in identifying, understanding, and overcoming issues pertaining to the development and implementation of these training labs thereby making these trainings more available to all law enforcement officers. The terms DUI (driving under the influence), DWI (driving while intoxicated or impaired) and OUI (operating under the influence) are considered interchangeable for the purposes of this publication.

A [Guide to DUI Pretrial Services](#), This document is a great resource for Phase 2: Awaiting and Preparing for Trial of the StopHRID.org website. This document provides valuable information to communities and courts as they explore the possibility and benefits of pretrial services. This guide was sponsored by Responsibility.org and prepared by Casanova Powell Consulting (CPC) and a team of judicial experts from our Judicial Advisory Board. This publication focuses on how pretrial services fit within the larger DUI system and highlights the various pretrial programs currently implemented across the United States. The impetus for the development of this

resource was recognition that there is interest in strengthening pretrial services and relying more on the use of assessments early within the justice process to achieving better overall outcomes. Moreover, there has been limited guidance available to practitioners regarding how impaired drivers, particularly high-risk and repeat offenders, should be handled during this critical phase. The reality is that most DUI defendants are not detained following their arrest which means that they return to the community and without adequate safeguards, could continue to pose a critical threat to every innocent person on the nation’s roadways.

To fill this gap in knowledge, Responsibility.org partnered with Casanova Powell Consulting to create a best practice guide for the implementation and strengthening of pretrial services and pretrial programming for impaired drivers.

Common approaches to supervising impaired drivers at this early juncture in the system are discussed and five case studies are presented that offer in-depth details about robust programs from across the country. Agencies are likely to encounter challenges that are specific to their jurisdiction’s impaired driving laws, availability of funding for programs, and data collection/analysis protocols. Therefore, it is recommended that the information contained within this guide be used to improve existing pretrial practices as appropriate and feasible to do so. The goal of this project is to assist jurisdictions in striking the right balance between protecting public safety and facilitating behavior change as early as possible within the system. By preventing individuals from continuing to drive impaired, lives will undoubtedly be saved.

[Law Enforcement Courtroom Testimony](#) Document. This document sponsored by Responsibility.org and prepared by Jim Camp (former Tennessee Traffic Safety Resource Prosecutor) contains critical information for law enforcement under Phase 1: Cops and Traffic Stops and Phase 4: The Court Process of the StopHRID.org website. This document provides detailed information for law enforcement officers to provide enhanced documentation, questioning, and observations in an impaired driving stop so they are prepared for the high level of questioning they are likely to be subjected to in court. This publication is supported by a [Law Enforcement Silver Tips Checklist](#) that is foldable and easily accessible.

A [blog](#) series that highlights topics related to High-Risk impaired Driving is featured with submissions from staff and guest writers. Topics included HRID: Effective Solutions for a Critical, Persistent Road Risk; Countermeasures to stop High-Risk Impaired Driving; the Promise of Pretrial Intervention Programs; DUI Process and Importance of Screening and Assessment; and Let’s Save Lives: Give Our DUI Prosecutors the Support They Need and Deserve.

Responsibility.org Thought Leadership and Technical Assistance

On April 1, 2020, Darrin Grondel was hired as Responsibility.org's Vice President of Government Relations and Traffic Safety. Due to his extensive law enforcement and state highway safety office background, particularly with cannabis legalization and multiple substance impaired driving, he has been a sought-after speaker. Over the past eight months, **Darrin has conducted over 14 presentations and webinars for the following organizations and groups:**

Domestic Highway Enforcement Program – This was a co-presentation with Jennifer Cifaldi, Illinois Traffic Safety Resource Prosecutor on Drug Impaired Driving and Criminal Interdiction officers. A trend is emerging where dealers and drug mules are transporting drugs while impaired. We offered to training and technical support. We addressed DUID, SFST, ARIDE, DRE, Phlebotomy, Toxicology, oral fluid testing, and building the case with the driver being impaired for over 100 attendees.

Truckload Carriers Association (TCA) – This presentation, attended by more than 200 people, focused on drug-impaired driving (DUID) with Commercial Motor Vehicle Carriers. TCA requested this presentation as part of a training for safety managers, drivers, and owners. The trucking industry has a high demand for on-time delivery and drivers will use various substances to manage pain, mental health issues, and fatigue. The presentation examined how cannabis legalization is impacting the trucking industry and how they can be more involved and proactive in their approach. This presentation has now led to additional conversations on building a curriculum on impaired driving with TCA and their vendor.

Ford Driving skills for life (2) - On June 18, 2020, Ford Driving Skills for Life invited Responsibility.org to participate in their weekly video podcast called, "The Daily Drive". The presentation introduced Responsibility.org, who we are, what we do, and addressed questions on parents building trust with children, how parents can talk to their children about alcohol and cannabis through our [Ask, Listen, Learn program](#) and other resources plus the work being done around multiple substance impaired driving.

On December 2, 2020, Darrin was invited back for a panel discussion with Georgia State DRE Coordinator Officer Mike Blie, Uber's Director of Global Policy Kristin Smith, and the host Mike Speck. Darrin addressed the mission of Responsibility.org, programs and services, and preventing underage drinking, impaired driving, and responsibility for teens and parents.

International Association of Chiefs of Police (IACP) Highway Safety Committee – Due to the challenges of social unrest, Responsibility.org hosted a special meeting to discuss strategies and plans to ensure traffic safety, especially impaired driving, remains a national priority.

IACP Drug and Alcohol Impaired Driving Conference – Responsibility.org sponsored the 2020 DAID Conference with 1,300 registrants. As a prime sponsor we were offered a 60-minute workshop. Participants received an overview of Responsibility.org outlining the organization's history, mission, goals, products, and programs. The focus was on our High-Risk Impaired Driver Program (www.StopHRID.org), multi-substance impaired driving, increased toxicology testing, and ways Responsibility.org can address the issues of impaired driving around the nation.

Governors Highway Safety Association - Sponsored by the Responsibility.org, this webinar featured a roundtable discussion on the status of drug-impaired driving. Attendees learned about Responsibility.org's new High-Risk Impaired Driver (HRID) toolkit and grants to states, the impact of marijuana legalization in Canada and new technology tools available to the criminal justice community to better manage impaired drivers.

Louisiana Governor's Impaired Driving Task Force - Louisiana Governor's DWI Task Force requested technical assistance on the challenges of cannabis legalization and the impacts on driving. The 28 members of the Task Force were introduced to Responsibility.org, our three-fold mission and the programs and services Responsibility.org has created. This presentation focused on the challenges of cannabis legalization and what states can do now to prepare for legalization in their respective states to include: current data collection and enhancements states can make to integrate data systems for impairment, regulatory and legislative considerations for impaired driving, electronic search warrants, phlebotomy, training for criminal justice professionals in detecting, arresting, prosecuting, assessments (CARS 5), toxicology, and addressing probation and treatment options. Legalization efforts in Washington State and other states have given rise to significant increases in multiple substance impaired driving and this discussion addressed countermeasures employed through oral fluids, multiple substance impaired driving and expanding toxicology screening as outlined in our recent policy statements and our grant programs for states for High-Risk Impaired Drivers.

Missouri DOT Virtual Summit State Highway Safety Conference – This presentation to 500 attendees addressed Responsibility.org, highlighted *Ask, Listen, Learn*, multi-substance impaired driving, high risk impaired drivers, impacts of legalization of marijuana, oral fluid testing, our state grant programs, the Missouri phlebotomy grant, e-Warrants, and other tools states can use for impaired driving.

Maryland State Highway Safety Office Traffic Safety Summit

- This presentation to 100 attendees focused on the challenges of legalization and key considerations for states to prepare for legalization in their respective states to include: current data collection and enhancements states can make to integrate data systems for impairment, regulatory and legislative considerations for impaired driving, electronic search warrants, phlebotomy, training for criminal justice professionals in detecting, arresting, prosecuting, assessments (CARS 5), toxicology, and addressing probation and treatment options.

Washington Trucking Associations' Annual Conference -

The Washington Trucking Associations invited Darrin Grondel to present at their annual summit with over 150 attendees addressing Commercial Motor Vehicle (CMV) Operators and Impaired Driving. The presentation addressed the issues of multiple substance impaired driving amongst CMV drivers, the Federal Motor Carrier Safety Administration's Drug and Alcohol Clearinghouse, training, strategies for safety managers, and tools companies can employ to reduce impaired driving with their company drivers.

National Conference of State Legislators – December is Impaired Driving Prevention Month and Responsibility.org sponsored the National Conference of State Legislatures' (NCSL) traffic safety series. Both webinars broke NCSL webinar attendance records. The [first webinar on multiple substance impaired driving](#) was attended by 400 people and featured an examination of oral fluid testing programs and considerations for states. During this webinar, [Responsibility.org](#) announced the launch of, "The National Alliance to Stop Impaired Driving" (NASID), a new coalition effort led by [Responsibility.org](#) that will include stakeholders in a public/private partnership to eliminate impaired driving, especially multiple substance impaired driving. NASID's work will include state and federal advocacy efforts, public awareness and education, and state implementation of effective programs and emerging technologies. The [second webinar was a traffic safety roundtable](#) attended by 300 people and focused on a variety of emerging issues faced by the traffic safety field.

Connecticut State Highway Safety Office Traffic Safety

Conference - This presentation focused on the challenges states face with cannabis legalization, key considerations for legalization and what they can do now to prepare for state or federal legalization efforts. The presentation to over 200 attendees outlined establishing a statewide task force, current data collection and improvements to the DUI system, regulatory and legislative considerations for impaired driving, electronic search warrants, oral fluid testing, phlebotomy, training for criminal justice professionals in detecting, arresting, and prosecuting DUI, enhancing toxicology, and addressing probation and treatment options. Our new publication, Cannabis Impaired Driving Workshop Handbook was discussed. https://www.cti.uconn.edu/cti/CT_Strategic_Highway_Safety_Plan.asp

If you are interested in a presentation from Darrin Grondel, please contact him at darrin.gondel@responsibility.org

As 2020 ends, the Responsibility.org team is already focused on our work in 2021 to prevent impaired driving. For more information on how to partner with us in these efforts, please contact Brandy Axdahl at brandy.axdahl@responsibility.org.