



U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF INSPECTOR GENERAL

**Inspector General Review of the National
Highway Traffic Safety Administration's
Fiscal Year 2019 Drug Control Funds and
Performance Summary Reporting**

Report No. FI2020018

January 31, 2020



Inspector General Review of the National Highway Traffic Safety Administration's Fiscal Year 2019 Drug Control Funds and Performance Summary Reporting

Required by the Office of National Drug Control Policy Circular, Accounting of Drug Control Funding and Performance Summary

FI2020018 | January 31, 2020

What We Looked At

Under the Office of National Drug Control Policy (ONDCP) Circular *Accounting of Drug Control Funding and Performance Summary* (Circular), when drug-related obligations total less than \$50 million and a detailed accounting would be an unreasonable burden, agencies may submit alternative reports. For this reason, the National Highway Traffic Safety Administration (NHTSA) submitted alternative Drug Control Obligation Summary and the Performance Summary reports. We reviewed the reports and related management assertions to determine the reliability of those assertions compliance with the Circular in all material respects. We conducted our review in accordance with generally accepted Government auditing standards for attestation engagements. Specifically, we reviewed selected accounting internal controls to determine whether drug control funds were properly identified in the accounting system. In addition, we reviewed NHTSA's internal controls for performance measures to gain an understanding of how the measures were developed. We limited our review processes to inquiries and analytical procedures appropriate for an attestation review according to the Circular's criteria.

What We Found

NHTSA provided Drug Control Obligation Summary and Performance Summary reports, dated December 20, 2019. However, NHTSA found significant errors that netted to \$245,000 in the obligations amount it reported, and we found a missing assertion in the Performance Summary report. On January 23, 2020, NHTSA addressed these errors and omissions and provided corrected reports.

Other than the matters discussed above, that were subsequently corrected, we are not aware of any material modifications that should be made to NHTSA's fiscal year 2019 Drug Control Obligation Summary and Performance Summary reports in order for them to be in compliance with the Circular.



U.S. Department of
Transportation

January 31, 2020

Director, Office of Policy, Research, and Budget
Office of National Drug Control Policy
750 17th St., N.W.
Washington, DC 20503

Dear Director:

This report presents the results of our independent review of the National Highway Traffic Safety Administration's (NHTSA) fiscal year 2019 Drug Control Obligation Summary and Performance Summary reports to the Office of National Drug Control Policy (ONDCP). We received NHTSA's original Obligation Summary and Performance Summary reports on December 20, 2019. However, those reports contained significant errors and omissions that required corrections. NHTSA addressed the errors and omissions and provided corrected reports on January 23, 2020. The reports and our review are required by 21 USC § 1704(d) and ONDCP's Circular entitled *Accounting of Drug Control Funding and Performance Summary* (Circular), dated May 8, 2018.

The Circular states that when drug-related obligations total less than \$50 million and a detailed accounting would constitute an unreasonable burden, agencies are permitted to submit alternative reports. Because its drug-related obligations for fiscal year 2019 totaled less than \$50 million, NHTSA submitted alternative reports. We reviewed NHTSA's reports and related management assertions to determine the reliability of those assertions compliance with the Circular in all material respects. We conducted our review in accordance with generally accepted Government auditing standards for attestation engagements. An attestation review is substantially more limited in scope than an examination, which would express an opinion on the accuracy of NHTSA's Drug Control Obligation Summary and Performance Summary reports. Because we conducted an attestation review, we do not express such an opinion.

Drug Control Obligations Summary

NHTSA's original fiscal year 2019 Drug Control Obligation Summary report, received on December 20, 2019, included \$19,164,178 in total obligations. We performed review procedures on the report according to the Circular's criteria. We limited our work to inquiries and analytical procedures appropriate for an attestation review. Specifically, we tested selected accounting internal controls to ensure drug control funds were properly identified in the accounting system.

After we received the report, NHTSA identified significant errors that required correction. For example, a \$3,115,000 obligation from fiscal year 2018 was included in the fiscal year 2019 report. NHTSA also needed to revise and add certain footnotes to the report. NHTSA addressed these errors and omissions and provided a corrected report on January 23, 2020 (enclosure 1), resulting in a corrected total of \$18,919,178 in obligations, a net decrease of \$245,000.

We reviewed the corrected \$18,919,178 in obligations and traced those obligations to the Department of Transportation's accounting system and found no exceptions. Additionally, we reviewed all underlying contracts and agreements supporting the obligations and found no exceptions.

Performance Reporting Summary and Assertions

NHTSA's performance target for fiscal year 2019 was to increase training of law enforcement officers in detecting drug impaired drivers. NHTSA indicated that it met its performance target.

We performed review procedures on NHTSA's fiscal year 2019 Performance Summary Report and management's assertions. We limited our review processes to inquiries and analytical procedures appropriate for an attestation review according to the Circular's criteria. Specifically, we reviewed NHTSA's internal controls for performance measures to gain an understanding of how the measures were developed.

During our review, we determined that NHTSA did not include a required assertion in its original report received on December 20, 2019, related to its performance reporting system being appropriate and applied. NHTSA addressed this omission and provided a corrected report on January 23, 2020 (enclosure 2).

Other than the matters discussed above, that were subsequently corrected, no material modifications that should be made to NHTSA fiscal year 2019 Drug Control Obligation

Summary and Performance Summary reports in order for them to be in compliance with the Circular.

We appreciate the cooperation and assistance of the Department of Transportation's representatives. If you have any questions about this report, please call me at (202) 366-1407, or George Banks, Program Director, at (202) 420-1116.

Sincerely,

A handwritten signature in cursive script, appearing to read "Louis C. King".

Louis C. King
Assistant Inspector General for Financial and
Information Technology Audits

cc: The Secretary
DOT Audit Liaison, M-1
NHTSA Audit Liaison, NFO-200



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

1200 New Jersey Avenue, SE
Washington, DC 20590

James W. Carroll Jr.
Director, Office of National Drug Control Policy
Executive Office of the President
750 17th Street, NW
Washington, DC 20503

Dear Director Carroll:

In accordance with the Office of National Drug Control Policy Circular: Accounting of Drug Control Funding and Performance, issued May 8, 2018, the National Highway Traffic Safety Administration's (NHTSA) Fiscal Year (FY) 2019 Drug Control Obligation Summary is enclosed. Since NHTSA's obligations for drug related activities fall below the reporting threshold of \$50 million, only a limited report is required to satisfy the statutory requirement.

During Fiscal Year 2019 NHTSA obligated \$18,919,177.98 on drug control activities. Of that amount, \$1,738,103.75 was obligated for research directed at drug impaired driving and measures to reduce it. Activities during FY 2019 included continued research to identify the potential of a wide range of drugs that might impair driving and publication of updates to drugs and human performance fact sheets. Efforts to analyze drugged driving investigations and associated sanctions and to understand safety culture and cannabis use also began in FY 2019.

NHTSA obligated an additional \$7,151,391.60 for program development and support activities. These included technical support to the International Association of Chiefs of Police (IACP) for drug impaired driving training for law enforcement officers, support for organizing and conducting the annual training conference on alcohol and drug impaired driving, general operating expenses support to NHTSA, and support to the Transportation Safety Institute for drug-impaired driving law enforcement training.

NHTSA also awarded \$2.3 million to IACP to expand Drug Recognition Expert and Advanced Roadside Impaired Driving Enforcement training for law enforcement. Funds were also obligated to the Governors Highway Safety Association for this purpose. Drug-impaired driving training and education support for prosecutors and judges to adjudicate cases were also supported during FY 2019. Support for the National Sobriety Testing Resource Center and the Drug Recognition Expert Data System continued during FY 2019. The system continues its transition to a new data support platform. Funding obligations to both SVC Stars II, LLC for new system development and Syneren Technologies, Inc. for operation and maintenance continued to be made during FY 2019. NHTSA also funded a FY 2019 project on marijuana impaired driving continuing education for medical professionals.

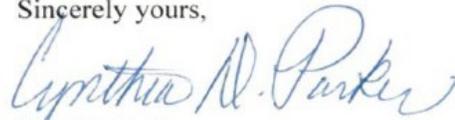
NHTSA continued to support a drug-impaired driving initiative in concert with its alcohol-impaired driving National mobilizations and State and local efforts, through the continued development and distribution of communications and media materials. During FY 2019 NHTSA obligated \$10,029,682.63 on drug-impaired driving specific ad campaigns to raise awareness about the dangers of drug-impaired driving.

Finally, in *The Consolidated Appropriations Act, 2018*, Congress provided NHTSA with an additional \$5,000,000.00 to address impaired driving in FY 2018-2019. NHTSA obligated \$2,958,071.55 of those funds in FY 2019 for drug-impaired driving programs and activities. The following year, *The Consolidated Appropriations Act, 2019* provided additional funds in the amount of \$7,000,000.00 for FY2019-2020, to be available for program activities, and other innovative solutions to reduce impaired-driving fatalities. During FY 2019, \$1,300,000.00 of these funds were obligated for drug -impaired driving communications and media activities and \$656,760.00 were obligated for program activities.

The Table of NHTSA's FY 2019 Drug-Impaired Driving Obligations is enclosed.

NHTSA's point of contact for this report is John Marshall, Director, Office of Safety Programs. He can be reached at (202) 366-3803, if further assistance is required.

Sincerely yours,



Cynthia Parker
Chief Financial Officer
NHTSA

Enclosures

Table of NHTSA's FY 2019 Drug-Impaired Driving Obligations*

Vendor	Project	Fund	FY	Sub BPAC	Amount
Research					
Alan C Katz, Toxcel LLC	Update NHTSA's Drug and Human Performance Fact Sheets	80161819HS	2019	2002000100	\$97,823.00
Battelle Memorial Institute	Examine Clinical Research Evaluating Drug Effects on Behavioral Performance Tests	80161819HS	2019	2002000100	\$284,563.00
Dunlap and Associates Inc	Analysis of Drugged Driving Investigations and Sanction	80161819HS	2019	2002000100	\$380,039.00
Dunlap and Associates Inc	Analysis of Drugged Driving Investigations and Sanctions	80161919HS	2019	2002000100	\$207,712.00
Western Transportation Institute at Montana State University	Traffic Safety Culture and Impaired Driving	80161819HS	2019	2002000100	\$238,714.00
National Opinion Research Center	Examine Issues with Prosecuting DUID Cases	80161919HS	2019	2002000100	\$529,252.75
			TOTAL Research		<u>\$1,738,103.75</u>
Program					
International Association of Chiefs of Police	Annual Drugs, Alcohol and Impaired Driving Conference	06501819ID	2019	200201000A	\$61,526.26
International Association of Chiefs of Police	Drug Impaired Driving Grants	06501819ID	2019	200201000A	\$2,300,000.00
International Association of Chiefs of Police	Drug Evaluation and Classification Program	80161919HS	2019	2002070000	\$783,533.00
International Association of Chiefs of Police	Drug Evaluation and Classification Program	80161919HS	2019	2002360000	\$58,059.00

Community Anti-Drug Coalitions of America (CADCA)	Online Impaired Driving Toolkit Update and Best Practice Guide	80161919HS	2019	2002010000	\$300,000.00
DOT OST-R TSI	Transportation Safety Institute 1 Year Agreement	80161919HS	2019	2002070000	\$17,873.99
DOT OST-R TSI	Transportation Safety Institute 2 Year Agreement	80161920HS	2019	2002070000	\$158,005.00
National Association of Drug Court Professionals	DWI Court Training and Technical Assistance	80161919HS	2019	2002010000	\$700,085.00
National Association of Drug Court Professionals	DWI Court Training and Technical Assistance	80161919HS	2019	2002010000	\$221,306.00
Governors Highway Safety Association	DRE Training Grants	06501819ID	2019	200201000A	\$133,855.78
National Association of Prosecutor Coordinators	DUID Training for Prosecutors	06501819ID	2019	200201001A	\$50,000.00
MedScape WebMD	Marijuana and Driving Continuing Medical Education Recommendationsⁱ	06501819ID	2019	200201000A	\$366,988.01
National Judicial College	DUID Education for Judges	80161819HS	2019	2002010000	\$68,090.00
National Judicial College	DUID Education for Judges	80161919HS	2019	2002010000	\$3,210.00
American Bar Association	DUID Education for Judges	06501920.ID	2019	200201000A	\$585,460.00
SVD Stars II LLC	Information Technology Support Services	80161919HS	2019	2002010000	\$399,179.00
SVD Stars II LLC	Information Technology Support Services	80161919HS	2019	2002070000	\$109,467.00
SVD Stars II LLC	Information Technology Support Services	80161919HS	2019	2002360000	\$440,821.00
Syneren Technologies Corporation	Standardized Field Sobriety Testing Drug Evaluation and Classification Program Database	80161919HS	2019	2002010000	\$129,298.50
Syneren Technologies Corporation	Standardized Field Sobriety Testing Drug Evaluation and Classification Program Database	80161919HS	2019	2002010000	\$45,701.50
Syneren Technologies Corporation	Standardized Field Sobriety Testing Drug Evaluation and Classification Program Database	80161919HS	2019	5206340000	\$44,817.03

Syneren Technologies Corporation	Standardized Field Sobriety Testing Drug Evaluation and Classification Program Database	80161919HS	2019	2002010000A	\$73,582.53
Syneren Technologies Corporation	Standardized Field Sobriety Testing Drug Evaluation and Classification Program Database	80161919HS	2019	2002360000	\$100,533.00
			TOTAL Program		<u>\$7,151,391.60</u>
Communications and Media**					
STRATACOM	Drug Driving Behavioral and Social Norming Campaign	06501920ID	2019	5205750000	\$1,000,000.00
STRATACOM	Drug Driving Behavioral and Social Norming Campaign	06501819ID	2019	5205750000	\$14,047.00
STRATACOM	Statutorily-Mandated Advertising – Drug-Impaired Driving	18X9202009	2019	240209000	\$7,770,000 ⁱⁱ
TOMBRAS GROUP	National and Regional Media and Communications Support Services - Drugged Driving	06501920ID	2019	5205750000	\$300,000.00
TOMBRAS GROUP	National and Regional Media and Communications Support Services - Drugged Driving	80161919HS	2019	5205750000	\$50,000.00
TOMBRAS GROUP	National and Regional Media and Communications Support Services - Drugged Driving	80161919HS	2019	5205750000	\$95,635.63
Advertising Council, Inc.	Drugged Impaired Driving Social Norming Campaign	80161919HS	2019	5205750000	\$800,000.00
		TOTAL Communications			\$10,029,682.63
		TOTAL OBLIGATIONS			<u>\$18,919,177.98</u>

ⁱ The MedScape WebMD Proposals Report under the Cooperative Agreement is included as a separate enclosure. “MedScape Spotlight on Marijuana Recommendations.”

ⁱⁱ NHTSA obligated \$4,550,000.00 for the drugged driving campaign for the August 2019 mobilization and an additional \$3,220,000.00 for the drugged driving campaign for the December 2019 mobilization.

***Multiyear Funding:** Funds provided for ONDCP activities may include funding from multi-year accounts. Obligations for these activities will occur over the full period of availability of those funds.

****Communications & Media Funding:** The ONDCP plan may not include the full extent of reportable obligations due to post-enactment decisions on type and amount of reportable activities.



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

James W. Carroll Jr. Director
Office of National Drug Control Policy Executive
Office of the President
750 17th Street NW
Washington, DC 20503

Dear Acting Director Carroll:

In accordance with the Office of National Drug Control Policy Circular: Accounting of Drug Control Funding and Performance, issued May 8, 2018, the National Highway Traffic Safety Administration's Fiscal Year 2019 Drug Control Performance Summary Report is enclosed. Since NHTSA's obligations for drug related activities fall below the reporting threshold of \$50 million, only a limited report is required to satisfy the statutory requirement.

NHTSA has established a series of performance measures based on critical milestones in the development of improved methods to measure the drug-impaired driving problem, understand the role of drug use in crash causation, and assist law enforcement in detecting, arresting and prosecuting drug-impaired drivers.

ASSERTIONS

Performance reporting system is appropriate and applied: NHTSA contributes to the National Drug Control Strategy by reducing the prevalence of drug-impaired drivers on the nation's roadways. However, given the current state of knowledge, direct measures of drug-impaired driving problem are not available. Given this limitation, to chart progress toward valid measurement of this problem, NHTSA has established a series of performance measures based on critical milestones in the development of improved methods for developing drug-impaired driver countermeasures. Each performance measure includes a system to capture performance information accurately and control mechanisms that ensure that the system was properly applied to generate the data in support of the measure.

The legalization of cannabis, the opioid crisis and the increased use of both licit and illicit drugs has implications for drug-impaired driving and highway safety. During 2018, 36,560 people were killed in motor vehicle crashes on America's roads. Almost 30% of those involved an alcohol-impaired driver. Data about the number of persons killed in drug-impaired driving is less well known. There is a large group of drugs that have the potential to impair driving and cause crashes. However, trends show an increase in the number of drivers testing positive for marijuana and other drugs that can impair driving, but specific drug concentration levels can't be reliably equated with a specific degree of driver impairment.

NHTSA promotes research and programs to help States and local jurisdictions combat drug-impaired driving. Among the best tools to combat drug-impaired driving are Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) training for law enforcement officers to observe, identify, and articulate the signs of impairment related to drugs. NHTSA funds the International Association of Chiefs of Police (IACP) to administer the Drug Evaluation and Classification Program which includes regularly updating curricula, delivering training, and issuing credentials to law enforcement officers who have successfully completed the training DRE training program. As of CY2018, there were 9,116 certified DREs in all 50 states, DC and Guam; approximately 1,500 DRE instructors; and a DRE Coordinator in every state. Additionally, many thousands of law enforcement officers are trained in ARIDE each year, including 13,832 trained in CY2018.

In *the Consolidated Appropriation Act of 2018*, the Committee on Appropriations communicated concern about the increasing rates of impaired driving, particularly in States that adopt measures to decriminalize marijuana. The Committee

recognizes the importance of impaired driving countermeasures at the community level in protecting public safety, and encourages NHTSA to expand its efforts with law enforcement to increase awareness and use of Drug Recognition Expert [DRE] and Advanced Roadside Impaired Driving Enforcement [ARIDE] training, particularly in States that have adopted recreational or medicinal marijuana laws.

NHTSA continually engages in efforts to expand the numbers of DRE and ARIDE trained law enforcement officers in: The United States. NHTSA's investments in this law enforcement training included: A December 2018, award of more than \$137,000 to the Governors Highway Safety Association fund training to increase the numbers of ARIDE and DRE trained officers in Delaware, Kentucky, Massachusetts, Oklahoma, West Virginia and Guam; a July 2019 award of \$2.3 million to the IACP to stimulate additional ARIDE and DRE training. The program will award twenty contracts, not to exceed \$88,750, to reimburse allowable expenses for delivery of DRE Schools and ARIDE classes to law enforcement officers, prosecutors and judges; and, in August 2019, NHTSA supported IACP's Annual Training Conference on Drugs, Alcohol and Impaired Driving, the largest training conference for DREs, law enforcement professionals, toxicologists, prosecutors, and traffic safety practitioners in the world.

Explanations for not meeting performance targets are reasonable: Target met.

Methodology to establish performance targets is reasonable and applied: NHTSA, working with the IACP, yearly develops a training calendar for the delivery of DRE and ARIDE classes Nationwide. The numbers of students attending the classes are tracked.

Adequate performance measures exist for all significant drug control activities: The measures used to describe the agency's drug-impaired driving program performance, including DRE and ARIDE training, adequately reflect key steps toward the completion of necessary program activities to support the agency's mission to save lives, prevent injuries and reduce economic costs due to road traffic crashes. These performance measures provide a meaningful assessment of progress toward the development of reliable and accurate assessments of the drug-impaired driving problem in the United States, and efforts to enforce laws that prohibit impaired driving on America's roads. The number of credentialed DREs in the U. S. increased from 6,940 in 2012 to 9,116 in 2018, a 31% increase. ARIDE trainings totaled more than 95,000 law enforcement officers trained since 2012.

NHTSA's point of contact for this report is John Marshall, Director, Office of Safety Programs. He can be reached at 202-366-3803, if further assistance is required.

Sincerely yours,



Jon Krohmer
Acting Associate Administrator for Research and Program Development

Enclosure

National Highway Traffic Safety Administration Drug-Impaired-Driving Program

Performance Summary Report Fiscal Year 2019

Performance Measures Overview

The FY 2016 National Drug Control Strategy included a special focus area chapter on drugged driving. The Strategy points out that ONDCP, working with NHTSA, has continued to focus on providing law enforcement with tools that improve their ability to identify drugged drivers on the road. ARIDE and DRE are the best tools for training law enforcement officers to detect driving impairment by drugs other than alcohol.

NHTSA contributes to the National Drug Control Strategy by reducing the prevalence of drug-impaired drivers on the Nation's roadways. However, given the current state of knowledge, meaningful measures of the drug-impaired-driving problem are not available. To chart progress toward valid measurement of this problem, NHTSA has established a series of performance measures based on critical milestones in the development of improved methods to assist law enforcement in detecting drug-impaired drivers, and in developing valid and reliable measures of the drug-impaired driving problem. The specific performance measures are shown below:

Recent Performance Measures

The FY 2017 performance measure assessed NHTSA's progress in increasing the standardization of toxicology testing in post-mortem and DUID cases. The study provides detailed information on the participating laboratories standard practices and procedures, including information on the volume of cases handled in the past year, the types of drugs tested for, the thresholds of detection for individual drugs, and the number and types of drugs found in impaired-driving cases. The study provides information to all toxicology laboratories on consistent procedures for drug testing in post-mortem and DUID cases. The study supports NHTSA's efforts to achieve greater standardization through voluntary compliance with recommendations for toxicology testing.

The FY 2018 performance measure completed testing of five oral fluid drug screening devices designed for law enforcement use at the roadside or at a booking facility. Normally, an officer would have to obtain either consent or a search warrant for blood sample collection and testing. At many laboratories, drug test results are not available for months. Oral fluid drug screening devices, if found to be accurate and reliable, are likely to increase law enforcement's ability to bring impaired-driving charges against drivers impaired by drugs.

Current and Future Performance Measures

The FY 2019 performance measure is to increase training of law enforcement officers in detecting drug impaired drivers. NHTSA, in cooperation with the International Association of Chiefs of Police, administers the Drug Evaluation and Classification Program (DECP) that includes a rigorous training program to train law enforcement officers as Drug Recognition Experts (DREs). DREs use a standardized 12-step process to determine impairment and to identify the category of drug used by a suspected impaired driver. Blood toxicology is used to verify the drug that may have been used.

The FY 2020 National Drug Control Program Agency-Specific Guidance to the Department of Transportation included guidance to "identify in its budget submission any resources that contribute to our joint nationwide effort to reverse the Nation's opioid epidemic and reduce the incidence of overdose death." Although the FY 2020 performance measure seeks to increase the number of States using the NEMSIS Version 3 data system, NHTSA began a project in FY 2018 to revise the National EMS Scope of Practice Model by adding the use of narcotic antagonists, i.e. Naloxone at all levels of EMS personnel. Unit-dose, premeasured, intranasal, and autoinjector narcotic antagonists were added to the Emergency Medical Responder (EMR) and Emergency Medical Technician (EMT) levels. This work also resulted in the development and publication of an Evidence-Based Guideline for the administration of Naloxone in the pre-hospital care environment.

Prior Year Performance Targets and Result

NHTSA has met its performance targets each year since 2008. The table below shows actual performance for the past targets since FY 2017, along with current and future performance measures and targets:

Current and Future Years Performance Targets

Drug-impaired - Driving Program			
FY	Selected Measures of Performance	FY Target	Actual FY Performance
2017	Work toward greater uniformity in toxicological testing in post-mortem and DUID cases	Document current toxicology laboratory practices for DUID and post-mortem analysis	Study completed. The report Contains information on current practices and makes recommendations for minimum standards for toxicology test ing.
2018	Laboratory testing of oral fluid drug screening devices Ito determine accuracy and reliability	Complete testing to determine sensitivity, specificity, false positive and false negative rates for each device tested	The Study is Complete. The publication attached is in final draft. It is not for public dissemination.
2019	Increase training of law enforcement officers in detecting drug-impaired drivers	Increase the number of officers trained in ARIDE and DRE by 10 percent	The number of DREs increased from 6,940 in 2012 to 9,116 in to 2018 - a 31% increase. ARIDE trainings totaled more than 95,000 since 2012.
2020	Number of States and Territories submitting INEMISIS Version 3 data Ito the National EMS Database.	Increase to 44 the number of States and Territories submitting INEMISIS Version 3 data to the National EMS Database	

Quality of Performance Data

This most recent performance measure and target to increase the numbers of ARIDE and DRE trained law enforcement officers is a continuous effort by NHTSA. The ability to observe, identify and articulate evidence of impairment by drugs, other than alcohol, is complex. ARIDE and DRE training is the best resource available to the criminal justice system to remove from the roadway, adjudicate and reduce recidivism of drug-impaired drivers. NHTSA manages the Drug Evaluation and Classification Program (DECP), which includes DRE and ARIDE training development and delivery, through a cooperative agreement with the IACP. In addition, every State and DC employs a DRE State Coordinator, who: is responsible for the daily operations of the State's DEC program; ensuring the program complies with the IACP DECP International Standards or equivalent state standards; acts as an information clearinghouse and central communications point for the program with the state; assists in the coordination of DRE training and other support activities for all agencies participating in the program within the state including the assignment of DRE School Course Managers and instructors; and provides justification and reports on the effectiveness of their State's program. Additionally, the IACP maintains, supports and coordinates a training calendar for all ARIDE and DRE classes held each year in the States.

The performance measures used by NHTSA provide a meaningful assessment of progress toward the development of reliable and accurate measures of the drug-impaired-driving problem in the United States.

Additional FY 2019 Performance Information

During FY 2018 NHTSA initiated a drug-impaired driving initiative beginning on Thursday, March 15, 2018 with a

Summit at the USDOT Headquarters that brought together key stakeholders, including safety partners, data and policy experts, law enforcement and criminal justice professionals, toxicologists and drug recognition experts to start a national dialogue on how to combat drug-impaired driving. This initiative has continued with a series of meetings across the Nation to develop "Ideas to Impact" the drug-impaired driving problem and includes the establishment of two expert panels- State Criminal Justice Systems and Toxicology and Data Collection- to inform the Call to Action initiative. The initiative has also developed new safety campaign messaging, *If You Feel Different, You Drive Different*. The campaign builds on national efforts to combat drunk driving and the emerging trend of drug-impaired driving with the message *If You Feel Different, You Drive Different; Drive High Get a DUI*. This initiative was continued during FY 2019.

U.S. DOT IG Fraud & Safety Hotline

hotline@oig.dot.gov | (800) 424-9071

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OIG conducts audits and investigations on behalf of the American public to improve the performance and integrity of DOT's programs to ensure a safe, efficient, and effective national transportation system.

OFFICE OF INSPECTOR GENERAL
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590



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