



Law Enforcement Executives Summit on Drugs, Driving and Youth

2000 Summit Summary Report

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EXECUTIVE SUMMARY

On February 24, 2000, the International Association of Chiefs of Police (IACP), in conjunction with the National Highway Traffic Safety Administration (NHTSA), hosted the Law Enforcement Executive Summit on Drugs, Driving and Youth, in Alexandria, Virginia. This summit brought together 63 state and local law enforcement executives to focus on the issue of youth alcohol, other drugs and driving. The goals were to: (1) review the variety of programs being used, (2) discuss implementation considerations to include any barriers that had to be overcome, and (3) recommend the direction of future programs. This report is a summary of the proceedings.

The involvement of young drivers in alcohol and other drug-related crashes is disproportional to their numbers on the highway. Approximately 7 percent of the licensed drivers are between the ages of 15 and 20. However, approximately 14 percent of drivers involved in fatal crashes are in this age group. The participants, representing a broad spectrum of the law enforcement community, were asked to expound on programs they are using to address and combat this problem. Comments made by the IACP's General Chairman from the State Association of Chiefs of Police, and the General Chairman of the State and Provincial Division of the IACP, helped to motivate and encourage the attendees. Participants were placed in one of three breakout sessions. The participants in each session were asked to discuss in detail the following three topics:

- (1) What is the best solution to prevent youth from driving while impaired by alcohol and/or other drugs?
- (2) What is the greatest obstacle that needs to be overcome in order to achieve prevention?
- (3) What are the group's recommendations at the national level to overcome the aforementioned obstacles or to address this issue?

The highlights from these breakout groups indicate that training, community involvement, interagency cooperation and coordination are crucial to a program's success. Programs need to continually evolve, and input from the community and the officer on the street are essential. Participants also recommended that a catalog of successful programs be compiled for agencies searching for programs and ideas to be used in their communities.

This summit provided participants with the opportunity to share information as well as investigate and develop additional resources. It also provided a significant starting point for designing a comprehensive handbook of programs targeted at saving young lives and making our highways safer. This report is a compendium of the issues, programs and recommendations discussed during these breakout sessions.

INTRODUCTION

In October 1996, the White House asked the Director of the Office of National Drug Control Policy and the Secretary of Transportation to present recommendations to him within 90 days that would meet two goals: reduce the incidence of drug use by teens and reduce driving under the influence of drugs in general.

The President's directive specifically requested that the recommendations consider the following points: (1) drug testing for minors applying for driver licenses; (2) zero tolerance laws that make it illegal to drive with any amount of an illicit drug in the driver's body; (3) driver license revocation for persons driving under the influence of drugs; (4) driver license revocation for other drug offenses; (5) methods to improve identification and prosecution of drivers impaired by drugs; (6) federal incentives for effective state programs to fight drugged driving; and (7) technologies to assist law enforcement to identify drivers impaired by drugs and/or alcohol.

A task force, led by the Department of Transportation (DOT) and the Office of National Drug Control Policy (ONDCP), and including representatives from the Department of Education (DOEd), Health and Human Services (DHHS), and Justice (DOJ) studied the issues. The task force reviewed relevant background information, consulted with interested agencies, organizations, and constituencies (including almost 6,000 youth in 27 states, the District of Columbia, the Cherokee Nation and the Virgin Islands), considered possible remedies, and drafted recommendations for consideration. Their recommendations were published in March 1997, in a report titled *Presidential Initiative on Drugs, Driving and Youth (DOT HS 808 560)*.

Funding was requested to implement the recommendations specified in the report. Limited funding was awarded. As a result, meetings were held with the various federal agencies on how to best implement the President's initiatives. One critical issue was the need to make law enforcement executives aware that youth are over-represented in crashes and under-represented in citations issued and convictions for charged offenses. There was agreement that a law enforcement executive summit should be held to provide current information on what federal agencies could offer and for law enforcement agencies to share information with one another on what is currently being done and what remains to be done to address the programs with youth, drugs, and driving.

On February 24, 2000, the IACP and NHTSA, hosted the Law Enforcement Executive Summit on Drugs, Driving and Youth, in Alexandria, Virginia. This summit brought together 63 state and local law enforcement executives to focus on the issue of youth alcohol, other drugs and driving. This is a summary report on the summit.

PRESENTATIONS

The morning sessions were designed to present participants with an overview of the federal programs and resources that are available. Information was also presented on the current rates of drug usage and drug trends. One presentation dealt specifically with the psychopharmacology of marijuana. A synopsis of each speaker's presentation is listed below.

Keynote Speaker

Nancy McFadden - General Counsel, U.S. Department of Transportation

Ms. McFadden opened her presentation by stressing that partnerships are the key to setting strategies that deal with impaired driving. Stating that their task was truly a momentous one, she encouraged the attendees to develop concrete ideas and plans that will include strong measures to tackle the issues associated with impaired driving. She also discussed NHTSA's new *You Drink & Drive. You Lose.* program. The four major components of the program are: increasing public education; expanding public private partnerships; encouraging and supporting strong state legislation on impaired driving issues; and promoting high visibility enforcement. The program includes two mobilization periods in which law enforcement will have a significant role.

Ms. McFadden also announced that five states - Georgia, Louisiana, Pennsylvania, Tennessee and Texas - each received one million dollars to participate in a study to develop highly visible enforcement efforts on impaired driving. She also stated that NHTSA estimates that minimum drinking age laws have saved 18,220 lives since 1975. NHTSA also encourages states to pass .08 BAC laws for drivers over 21. A total of \$500 million is available to states through incentive grant funds over a five year period for this purpose. In conclusion, Ms. McFadden reminded the group not to be complacent, and to continue to pursue strategies that protect the public in general, and law enforcement in particular from the devastation inflicted by those who abuse alcohol and other drugs.

Research Presentations

David Preusser Ph.D. - Preusser Group, Inc.

Youth and Alcohol (Risk, Availability, Direct Intervention, Trends)

Dr. Preusser's presentation was designed to present information that would help reinforce the need for continued vigilance in the area of drugs, driving and youth. He noted that underage drinkers are still most likely to get alcohol from friends, and purchases are fairly easy to make because IDs are rarely checked. A large percentage of underage drinking occurs at remote locations or at house parties and, as a result, underage impaired drivers often are missed by law enforcement who concentrate their efforts in known "adult" locations. Dr. Preusser further noted that, with impaired underage drivers, there was an increase in driving speed. According to Dr. Preusser, the most ideal time to find an impaired underage driver during the weekend was between the hours of 10 p.m. and 1 a.m. He also stressed the necessity and importance of officer training and the need to use pro-active enforcement. The enforcement should include dedicated DWI patrols, specific patrol strategies, making low BAC arrests when impairment warrants, and

encourage the regular patrol officer to be aware of the need for impaired driving enforcement. In conclusion, he reminded the attendees that law enforcement alone cannot do the job, and to utilize the advantages that develop during a partnership with the community.

**James O'Hanlon Ph.D. - Institute of Human Psychopharmacology
Human Psychopharmacy (Marijuana and Driving Skills)
The Netherlands**

Dr. O'Hanlon discussed his study on marijuana and driving in the Netherlands. Three major issues examined in the study were: to determine the amount of the tetrahydrocannabinol (THC) dose, its time of use and driving performance degradation; to develop and or confirm the relationships between dose effect and driving performance degradation; and to determine the interactive effect of alcohol combined with marijuana and driving performance degradation. Using the Netherlands as the test location allowed researchers to use strong marijuana samples, and allowed test subjects to operate dual control vehicles on regular roads in normal driving scenarios. The following conclusions were drawn: marijuana-impaired drivers tend to drive slower while alcohol-impaired drivers tend to drive faster; low doses of marijuana combined with low doses of alcohol (.04 BAC) produced impairment similar to that of a .09 BAC impaired driver; a moderate concentration of marijuana, combined with the same low dose of alcohol, produced impairment similar to or slightly greater than that of a .12 BAC impaired driver; a high concentration of marijuana, combined with the same low level of alcohol, impaired the subjects to the point where they could not stand up; and in all three scenarios, the impairment did not diminish for up to three hours, regardless of the subject's age or use experience.

**Richard Compton Ph.D. - U.S. Department of Transportation/NHTSA
Pattern and Prevalence of Drug Use in the U.S.A.**

Dr. Compton reviewed results of a drug use and driving survey completed in 1996 with 11,000 participants. Of these, 72% said they had driven within two hours of using alcohol or drugs, 23% had driven with only alcohol in their system, 1% said they had driven after drug use only, and 4% said they had driven with the combination of drugs and alcohol in their system. Dr. Compton reminded attendees that even though 1% seems like a small amount, when proportioned against the total number of drivers, it actually represents a substantial number of drivers. When asked about specific drugs, 70% used marijuana, followed by cocaine, tranquilizers, and stimulants. Drug use and driving was highest in the 19 - 20 year old age group and, overall, single drivers were three times more likely to drive after drug use. Dr. Compton concluded his remarks by saying that your typical impaired driver will be younger, male, single, and unemployed.

**Michael Walsh Ph.D. - The Walsh Group
Detection of Illicit Drugs in Drivers**

Dr. Walsh discussed his research which: documents the incidence of drug use in impaired drivers; evaluates use of on-site drug testing kits; and determines the feasibility of integrating on-site drug testing into routine police operations. For this study, subjects had to have been stopped by the police, failed roadside sobriety tests, arrested for alcohol or drug impairment and

consented to a urine test. The study took place in Hillsborough County (Tampa), Florida over a 90-day period. Refusal rates were high with 28.8% refusing the breath test. Most who refused the breath test also refused to provide a urine sample (approximately 40% of those asked refused to provide the sample). Subject demographics were: 83% male, 78% Caucasian, and 87% between the ages of 20 and 50. For those providing urine samples, 266 subjects had a blood alcohol concentration (BAC) greater than .08 BAC and, of these, 77 or 29% tested positive for drugs, 22 subjects had a BAC less than .08 and, of these, 9 or 40% tested positive for drugs. Marijuana was found 54% of the time, cocaine was found 45% of the time, and opiates and amphetamines were found 2% or less of the time. Dr. Walsh concluded his remarks by saying that the prevalence of illegal drug use in drivers is a significant problem. Marijuana and cocaine, in addition to alcohol, are the principal drugs of abuse. According to Dr. Walsh, though effective, decisions regarding what thresholds to use to identify specific drugs have not been possible to date. As on-site testing technology improves, law enforcement will need to consider integrating on-site testing into routine police procedures.

Federal Resources

Marilena Amoni - U.S. Department of Transportation/NHTSA

Ms. Amoni welcomed the conference participants and thanked them for their interest and support in the effort to reduce underage drinking and impaired driving. She outlined the national goal to reduce alcohol-related fatalities to no more than 11,000 by the year 2005 and to reduce the incidence of drugged driving. The importance of partnerships and their assistance in reaching the goal were stressed. Ms. Amoni also thanked the participants for their support with the new *You Drink & Drive. You Lose.* campaign and reminded them that during spring 2000, new efforts will be unveiled focusing on youth. She indicated that the theme of this program will be *Zero Tolerances Means Zero Chances.* Ms. Amoni discussed the five state demonstrations of high visibility enforcement in Georgia, Louisiana, Pennsylvania, Tennessee and Texas. Ms. Amoni also discussed the status of the Standardized Field Sobriety Test (SFST) training and stressed that the NHTSA/IACP curriculum is the only curriculum that meets the standards established by IACP. In addition, she mentioned the new SFST refresher CD-ROM would be available in early 2001. In addition, Ms. Amoni mentioned that there was expected to be limited funds available to assist states to expand their Drug Evaluation and Classification (DEC) program.

Ms. Amoni informed the participants that NHTSA and the IACP have developed a program to help incorporate the DEC program into community policing. This program, *Drug Impairment Training for Education Professionals*, is designed to teach drug impairment symptomatology to school nurses, teachers and administrators, enabling them to identify drug-impaired students. She also reminded the group of the services provided by the National Traffic Law Center in the areas of technical assistance and legal research on SFST, DEC and other highway safety issues. She also reviewed the NHTSA programs that deal with youth, including the Juvenile Holdover Program which is an effort to overcome the problems associated with downtime while officers wait for parents of juveniles taken into custody to arrive at the station. This program is being developed in partnership with the American Probation and Parole

Association, which will develop a how-to manual concerning the development of community “holding” facilities, and conduct training for criminal justice community teams in setting up these programs.

In a partnership with the Department of Justice, Office of Juvenile Justice and Delinquency Prevention, NHTSA is promoting the concept of teen courts and their positive impact on juvenile justice issues. MS. Amoni also reminded attendees of two NHTSA publications concerning youth and impaired driving: the *Youth DUI and Underage Enforcement Resource Kit* and *Strategies for Success: Combating Juvenile DUI*. In conclusion, Ms. Amoni discussed the importance of community involvement and the development of community coalitions to develop traffic safety plans geared to specific neighborhoods. These partnerships not only help prevent traffic injuries; they also help protect communities from crime. NHTSA and the National Association of Governors’ Highway Safety Representatives are developing a series of “how to” guidebooks that will cover all aspects of developing community coalitions to focus on underage drinking and drinking and driving.

**Joseph Peters - Deputy Director for State and Local Affairs,
U.S. Office of National Drug Control Policy**

Mr. Peters acts as the White House Drug Policy Office’s Deputy Director for State and Local Affairs, which includes supervision of the nation’s High Intensity Drug Trafficking Area (HIDTA) program. In addition to overseeing the country’s 31 HIDTAs, Mr. Peters also represents the White House with police, prosecutors, governors, mayors and many non-governmental organizations.

Mr. Peter’s presentation was not available at the time of publication.

Sharon Cantelon - U.S. Department of Justice/OJJDP

Sharon L. Cantelon currently serves as a Social Science Program Specialist in the Office of Juvenile Justice and Delinquency Prevention (OJJDP), U.S. Department of Justice. Ms. Cantelon works extensively with Federal agencies to coordinate efforts to support youth-related programs.

Ms. Cantelon’s presentation was not available at the time of publication.

BREAKOUT SESSIONS

The breakout sessions were designed to provide participants with the opportunity to describe the effective programs they use to address underage drinking and drug use and driving. Three teams were established. Each was assigned a facilitator and a recorder. Participants were tasked with discussing the following three questions:

- (1) What is the best solution to prevent youth from driving while impaired by alcohol and/or other drugs?
- (2) What is the greatest obstacle that needs to be overcome in order to achieve prevention?
- (3) What is the group's recommendation at the national level to overcome the aforementioned obstacles or to address this issue?

Every effort was made to maintain consistency with all the breakout groups. The task and the participants' knowledge and enthusiasm combined to provide dynamic interactions. All of the groups believed that these programs and ideas should be considered as tools in a law enforcement "toolbox." According to these groups, the "toolbox," whether a booklet, a CD-Rom, or information listed in a particular area of a website, would provide law enforcement executives with a resource of proven programs which could be used to address the issue of youth alcohol/drugs and driving.

Charge 1 - What is the best solution to prevent youth from driving impaired by either alcohol and/or drugs?

Four types of solutions were discussed: public information and education; legislative concerns; enforcement; and interagency/community cooperation. In many instances, there were crossovers between these components.

Public Information and Education

Public Information and Education are major components and provide a link between the child, the parent, and the community. Emphasis should be placed on refocusing and re-educating people in the area of alcohol, drugs, and driving, particularly among young people. The use of focus groups would be one way to ensure that the correct message, in proper format, is being presented. Educational programs also should include information on any associated enforcement campaigns being conducted.

The following suggestions were made:

- Develop a manual on how to obtain community support and build coalitions. (These manuals are currently being developed by the National Association of Governors' Highway Safety Representatives—available February 2001)
- Develop packages that contain sample legislation regarding underage drinking, *per se* laws, testing thresholds and recidivism information.
- Develop a booklet “Strategies for Success,” which would provide an overview of successful programs from around the country. (Such a booklet has been developed, entitled *Strategies for Success: Combating Juvenile DUI*; DOT HS 808 845).
- Develop a manual on how to conduct Sobriety Checkpoints. (Such a book has been developed entitled *Saturation Patrols and Sobriety Checkpoints-A How To Guide*; DOT HS 809 063).
- Develop a manual on how to conduct victim impact panels. Victim impact panels seek to humanize the results of alcohol-related crashes by having an actual victim of an alcohol-related crash speak to DWI offenders and occasionally to groups of students. Afterwards, participants are given the opportunity to ask the victim questions. (MADD is developing a manual explaining how to conduct youth victim impact panels—www.madd.org).
- Develop a manual on how to implement “Hospital Awareness Programs.” These programs require teens, arrested for impaired driving, to go to the hospital, view impaired driving-related injuries and speak with hospital personnel. (The Corrective Behavior Institute, San Diego, CA, is developing a similar program and they can be contacted at 619-528-9001). Participants felt this program could be mandated as part of a teen’s probation.
- Develop a manual on how to establish a “Teen-to-Teen” program. Here, a teen convicted of an impaired driving offense visits schools and speaks to the students about what happened when they drank and drove. They often share with other students what it is like to be “in the system.” Participants felt this also may be a good setting to use the “Fatal Vision Goggles,” and felt the program could be mandated as part of a teen’s probation.
- Educate parents on the problems of underage drinking and strategies for their involvement. Include emphasis on the seriousness of the problem and long-term consequences.

- Educate care givers and education professionals on how to identify the impaired student who has an alcohol or drug problem. The sooner such students can be identified, the sooner they can receive treatment. The IACP/NHTSA course *Drug Impairment Training for Education Professionals (DITEP)* provides school nurses, teachers, and administrators with training, which allows them to identify impaired students. Law enforcement agencies should consider including this program with their community policing efforts.
- Develop an information card for parents on what resources are available in the area of drug testing (including hair testing) and treatment.
- Continue programs such as Drug Awareness Resistance Education (DARE) and Community Oriented Policing Services (COPS), but expand the officer's interaction to include the higher grades.
- Increase community activities, which keep kids busy, off the streets and away from gangs.
- Provide site visits for kids to the morgue so they can see first hand the consequences of drinking and driving or of drug overdoses. This can work as a preventive program or can be mandated as part of the probation process.
- Develop a video that could be shown to parents, illustrating problems associated with hosting an underage drinking party. (Clarkstown Police Department in Rockland County, New York, has developed such a video which could serve as a basis for this model).
- Increase the use of celebrity spokespersons on posters and billboards with anti-drug and alcohol messages.

Legislative Issues

The legislative process, either at the state, county or local level, often is slow and cumbersome. Regulations that impact the alcohol industry often must overcome their industry's considerable lobbying efforts. The participants felt that new legislation might act as a deterrent and assist with enforcement activities.

The following suggestions were made:

- Fostering cooperation between school districts and law enforcement. Many felt that, when a child is arrested for an impaired driving charge, the school should be notified. Individual schools could develop specific policies which would prohibit students arrested for impaired driving from driving to school and having their

parking permits revoked. Opponents of this process feel it could affect the child's reputation with their peers, as well as extra-curricular activities. (Texas and Florida already have such provisions).

- Enact graduated driver licensing systems with strict penalties for underage offenders of alcohol/drug driving offenses. Graduated driver licensing laws allow for a more prolonged learning process for young novice drivers. The program consists of three distinct stages including: learner's permit; intermediate license; and full licensure.
- Enact Zero Tolerance laws - lowering the *per se* level to .02 BAC or less for any person 21 or younger charged with DWI and encouraging law enforcement to enforce those laws.
- Enact tougher sentencing guidelines with enhanced penalties for driving under the combined influence of alcohol and drugs.
- Enact legislation that mandates pre-licensing alcohol and drug awareness training for first-time drivers.
- Allow for use of roadside saliva drug screening tests (when these tests become available).
- Provide for keg registration to assist law enforcement officers to identify who purchased the keg and supplied it to underage drinkers.

Enforcement/Prosecution/Judicial

Law enforcement efforts often provide a deterrent to alcohol and drug-impaired driving. Many issues were discussed regarding enforcement efforts. Most participants felt their agencies were effective in enforcing alcohol and drug-impaired driving laws. However, many believe more training would re-invigorate efforts.

The following suggestions were made:

- Develop a manual on "Controlled Dispersal". Underage drinking parties, with their large number of mostly underage participants often combined with unique locations, provide unique challenges for law enforcement. As a result, often it is difficult to contain and close these parties. Montgomery County, Maryland has developed a response plan that allows officers to contain and close underage drinking parties in a systematic and controlled manner.
- Develop a manual on how to conduct sobriety checkpoints and saturation patrols. (*A How to Guide on Saturation Patrols and Sobriety Checkpoint* was completed

by NHTSA. DOT HS 809 063).

- Conduct sobriety checkpoints and saturation patrols at hours that coincide with teen driving patterns and special events (proms, homecomings, etc).
- Provide training in Youth Impaired Driving Enforcement (NHTSA and IACP are currently developing a workshop which should be available in the summer of 2001).
- Train all officers in the Standardized Field Sobriety Testing (SFST) program.
- Train more officers as Drug Recognition Experts (DRE).

Interagency Community Cooperation

Law enforcement cannot operate in a vacuum. For the best enforcement impact, law enforcement agencies need to work together and they need to involve all aspects of their communities. Participants felt that it was necessary to develop public/private partnerships and to listen to the needs and thoughts of the community as an enforcement plan was developed.

The following suggestions were made:

- Encourage states to develop programs where a parent can ask DMV to suspend their child's driving privileges if they are having drug/alcohol related problems with their child. (In Virginia, a family court judge hands out all new licenses and requires a parent to come to court with their child. The parents are informed that they can have the license suspended if they have problems with their child by returning it to the DMV.)
- Develop a manual on effective coalition building. (A manual is under development by the National Association of Governors' Highway Safety Representatives).
- Conduct interagency checkpoints and saturation patrols. Often small agencies do not have the manpower or financial resources available to conduct checkpoints and/or saturation patrols. However, when agencies team up, the obstacles are less severe, and more can be done with less.
- Share DREs. Not all agencies will be able to have trained DREs on their patrol force. Interagency cooperation might enable these agencies to have a DRE available seven days a week, 24 hours a day.
- Conduct focus groups to ascertain the needs of the community.

- Invite county prosecutors to watch a sobriety checkpoint or saturation patrol.
- Involve citizen groups, such as SADD, MADD, or CANDID, in the sobriety checkpoint or saturation patrol process.
- Develop a year-long community action plan for youth alcohol, drugs and driving programs with input from the community.
- Develop partnerships with local businesses and industries. Many times, business and industries are able to provide funding or serve as a distribution center for public information and education programs.

As noted above, there are numerous sources already available to begin programs within the community. By combining aspects of education, cooperation and legislation, successful programs can begin with minimal effort. However, there are obstacles to overcome in developing and implementing these programs.

Charge 2 - What are the greatest obstacles that need to be overcome in order to prevent drunk and drugged driving by youth?

All three groups identified the following three major obstacles: funding/resources; insufficient staffing levels; and lack of parental involvement and values. These topics provided the catalyst for a spirited discussion. Secondary concerns were positive and negative peer pressure, internet sales of alcohol, legislative gaps in impaired driving laws, and crime laboratory limitations on drug analysis.

Charge 3 - What is your group's recommendation at the national level to overcome the above obstacles or to address this issue?

Many of the answers to this question can be found in the groups' recommendations under Charge One. Again the issues of public information and education, coordination/cooperation and funding came to the forefront.

The following strategies were suggested:

- Develop a reference manual for where to apply for federal and state grants.
- Seek funding support from local businesses, industry, chambers of commerce, or fraternal organizations.
- Organize specialized details and enforcement efforts with neighboring agencies.

Overall program costs can be shared across all agencies.

- Consider civil actions against persons supplying alcohol to minors. Litigate the cost of personnel and vehicle expenses.
- Develop materials for use by law enforcement in state fair displays, school programs and education opportunities with youth.
- Develop a roll call training tape for law enforcement officers to recognize the drug-impaired driver.
- Use web-based advertising, with repetitive (anti-drug/alcohol) messages.
- Provide legislative incentives to encourage states to pass *per se* laws dealing with drugs/alcohol that would attach federal money to the passage of the laws.
- Conduct a youth summit involving youth and law enforcement. This would enable law enforcement and other service providers to obtain youth input as to what will work using the current terminology and expressions. (MADD held a national youth summit in September 2000 -- www.madd.org).
- Involve line officers in program planning and development. Community-policing often involves “management by participation.” This is where law enforcement management listens to its members in the field, soliciting ideas regarding a particular topic. Often, after review, these ideas are incorporated into specific community action plans. When officers take ownership of the program, success is more likely. Successful programs depend on acceptance from top to bottom.
- Undertake long-term strategic planning. It is important. It was recommended that ten-year action plans be developed that identify systematic goals and funding public/private partnerships. Grant funding needs to be diverse, and focused on applied need with specific guidelines.
- Create a web site for law enforcement officers to include: programs that are available; training and course materials; prevention materials; etc. Law enforcement officers should visit the NHTSA website at www.nhtsa.dot.gov, the Law Enforcement Television Network website at www.letn.org and the IACP website at www.theiacp.org.

CONCLUSION

The law enforcement executives who met to discuss the issues of drugs, driving, and youth were clearly well-versed in the subject matter. They indicated that training, coordination and cooperation are fundamental to having successful programs. They stated that smaller agencies need to develop better interagency cooperation and pool their resources if they are to continue to have effective efforts. They suggested that successful programs should be cataloged and made available to law enforcement agencies wishing to expand and enhance their efforts regarding drugs, driving and youth.

Reducing the carnage on the Nation's streets and highways attributed to impaired driving depends on comprehensive programs involving all segments of the community, supported with local, state and federal resources.

NHTSA will continue to partner with other Federal agencies, national organizations, and the law enforcement community to address the issues of impaired (drugs and alcohol) driving, particularly among youth.

NHTSA RESOURCES

NHTSA publications identified in this summary report can be ordered by visiting the NHTSA website at www.nhtsa.dot.gov or by faxing your request to: NHTSA Resource Center, Attn: TSP Publications Order, 301-386-2194 or by mailing your request to: NHTSA Resource Center, 3341 East 75th Avenue, Suite F, Landover, Maryland 20785.