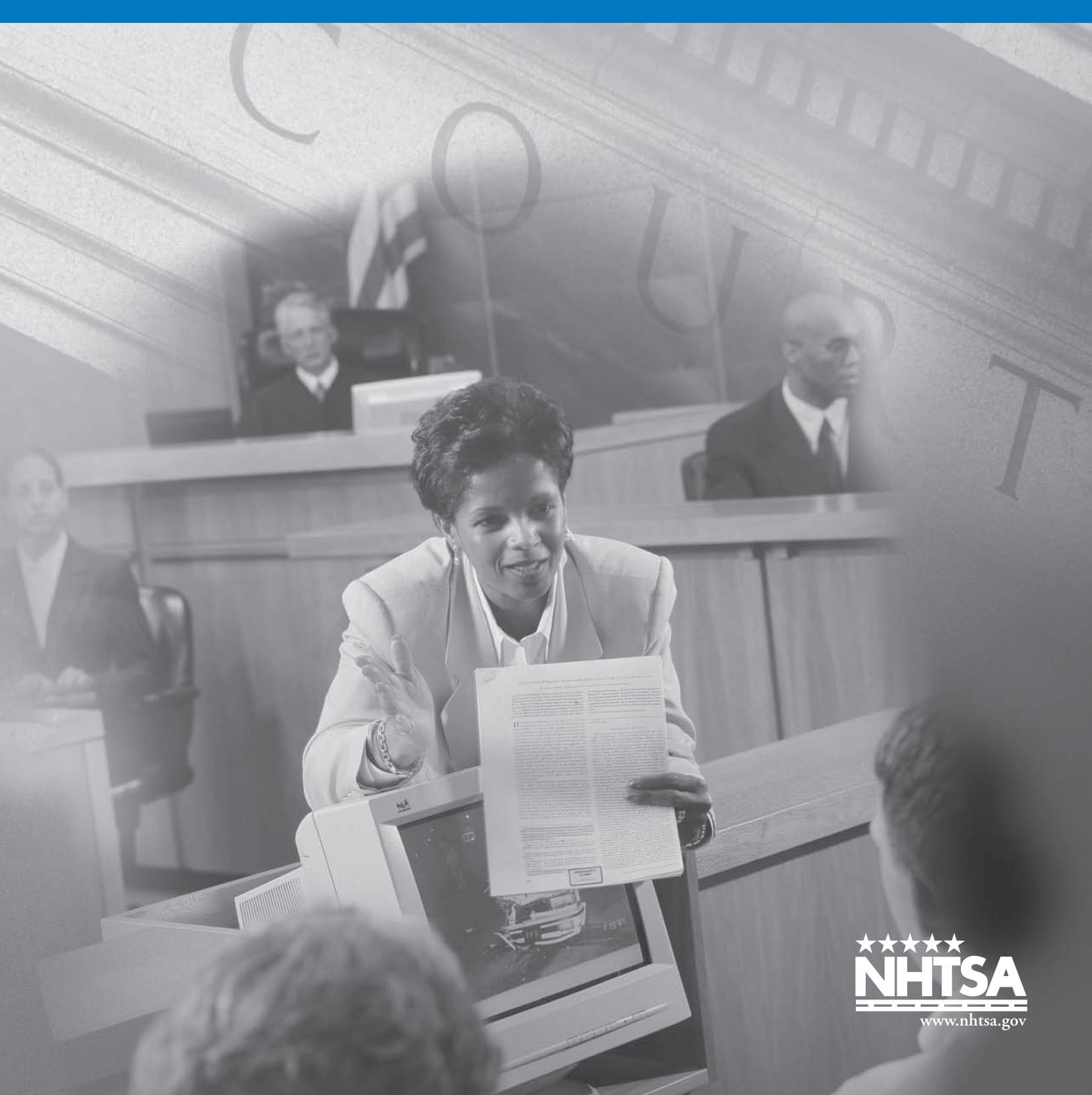


NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TRAFFIC SAFETY RESOURCE PROSECUTOR'S MANUAL



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Acknowledgments

This guide is the result of a collaborative effort on the part of the following: The National Association of Prosecutor Coordinators, Tom Robertson, President and member of the Michigan Prosecuting Attorneys Coordinating Council; the Nation's Traffic Safety Resource Prosecutors; Marcia Cunningham, Director, National District Attorneys Association's National Traffic Law Center; and Joanne Michaels, Senior Attorney, National District Attorneys Association's National Traffic Law Center.

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Traffic Safety Resource Prosecutor's Manual

What Does It Mean To Be a TSRP?

TSRPs facilitate a coordinated, multidisciplinary approach to the prosecution of impaired driving and other traffic crimes.

A Traffic Safety Resource Prosecutor (TSRP) is generally a current or former prosecutor who provides training, education and technical support to traffic crimes prosecutors and law enforcement agencies throughout their state. Traffic crimes and safety issues include but are not limited to: alcohol and/or drug impaired driving, vehicular homicide, occupant restraint and other highway safety issues. Each TSRP must assess the needs and demands unique to his or her own state and work in conjunction with many agencies to meet these needs. The National Highway Traffic Safety Administration (NHTSA), law enforcement agencies, crime laboratories (including forensic toxicologists), medical examiners, local media, governor's highway safety offices, and victim advocate groups should all be utilized to facilitate services to all prosecutors and law enforcement.

Qualifications:

- Juris Doctorate or equivalent degree from a law school accredited by the American Bar Association or the Supreme Court of the State.
- Member in good standing of the State Bar.
- Extensive experience in the prosecution of impaired driving cases.
- Knowledge or willingness to learn about the NHTSA/International Association of Chiefs of Police (IACP) Standardized Field Sobriety Testing (SFST) and if applicable in the State, the Drug Evaluation and Classification (DEC) Program.
- Knowledge or willingness to learn about sobriety checkpoints and saturation patrol operations.

Getting Started

In your first days and weeks on the job, you'll need to obtain and update background information about state and national traffic statistics – information which can be used by many different agencies for many different purposes. The National Highway Traffic Safety Administration (NHTSA) is the primary source for Federal statistics and assistance in coordinating the traffic safety Regional Action Plan. See their Web site at www.nhtsa.dot.gov. You should also learn about your State's Highway Safety Plan through your State Highway Safety Office.

For State information, you will need to contact the following State offices or their equivalent:

- Department of Transportation
- Highway Safety Office
- Department of Criminal Justice Statistics
- State Police/Highway Patrol Headquarters
- State Sheriff's Association
- State Association of Chiefs of Police

You will want to gather data on the following:

- DWI arrests
- Drugged Driver arrests
- Underage Drinker arrests
- Alcohol-related fatalities
- Automobile crashes – fatalities; injuries; high speed; age of driver
- Motorcycle crashes – fatalities; injuries; high speed; age of driver

Assess the available and needed training in your jurisdiction. Identify and promote existing training, publications and training materials. A big part of your job will be letting prosecutors know what is available, and letting other traffic safety partners know what you and other prosecutors can provide. Craft your training and publication efforts to fill any gaps in existing assets. Ask yourself—Are there 1) professions and groups, 2) geographic areas, 3) topics, 4) types of jurisdictions, 5) levels of experience, or 6) important issues that are underserved? Prioritize your projects according to the gaps you discover.

Familiarize yourself with your laws, definitions and jurisdiction-specific practices regarding impaired driving, drugged driving, homicide statutes as they pertain to impaired driving, and whether murder statutes might be applicable in some cases.

If you are not already, become very conversant in blood/breath testing rules and regulations in your State. You will need to know which breath test instruments are used by each law enforcement agency in your State and how they work. Request demonstrations of the instruments in use. Determine which agency or agencies maintain the calibration records of the instruments. What are requirements for each instrument regarding calibration and maintenance?

Familiarize yourself with your State's laws regarding sobriety checkpoints, if allowed, and DWI saturation patrols. Encourage law enforcement agencies to notify you of upcoming events to ensure their legality and proper coordination.

Know your State's pursuit laws to assist law enforcement agencies in establishing proper pursuit protocols.

It is strongly recommended that you attend a *Train the Trainer* course. This course, typically two days, is designed to familiarize you with the concepts of adult learning and how to effectively conduct subject matter trainings. Several State prosecutor organizations across the country offer this training on an annual basis. Contact the National Association of Prosecutor Coordinators (see appendix) or another TSRP (see appendix for list of all TSRPs nationwide) to learn about availability. Costs to attend may be covered by your grant. If not, your Highway Safety Office might be able to assist.

If possible, shadow a fellow TSRP for several days. If you cannot do it physically, at a minimum contact a TSRP in a nearby State and introduce yourself. Join the TSRP online group by e-mailing them at TSRP_Forum@yahoo.com, which features discussions and dissemination of information amongst TSRPs across the country. It is an invaluable source of assistance and information. Another forum you might find helpful is the national Impaired Driving Forum accessed by prosecutors, law enforcement, and prosecution and defense experts. To join, e-mail Steve Talpins at sktalpins@aol.com.

Learn the sources of your current funding, the names and contact information for each grant manager, and the activities covered by the grant(s).

Others things to know about your State:

- Determine if your State recognizes Drug Recognition Experts/Evaluator. If yes, contact the State coordinator and introduce yourself.
- Determine which police agencies in your State have specifically designated Collision Reconstruction Units. Contact them to learn more about what they do.
- Determine if your State has specifically designated DWI and/or Drug Courts. If yes, arrange to sit in on a session or two.

Locate (and visit!) the State toxicology lab:

- Obtain a list of the staff, if available.
- Determine if more than one lab is used by agencies within your State.
- Ascertain what each lab can and cannot test for.
- Know their cutoff levels.

Contact victim advocate groups—determine their relationship with local prosecutors and local law enforcement, and what you can do to strengthen it, if needed. For additional assistance, see Mothers Against Drunk Driving's Web site at www.madd.org.

Develop a system for tracking all technical assistance requests from prosecutors and law enforcement, etc. (name and profession of caller, date/time received, request and type of assistance provided). Other TSRPs can assist you with this, if needed.

Develop Public Service Announcements and participate in special police enforcement details—contact local media outlets (TV, radio, newspaper) and develop working relationships.

For additional resources, review the National Traffic Law Center's (NTLC) Web site at www.ndaa-apri.org/apri/programs/traffic/ntlc_home.html.

Networking

Send an initial contact letter to all prosecutors' offices and law enforcement agencies to introduce yourself (see appendix). Include a needs survey to learn about the agency and the jurisdiction, what they are currently doing, and what they would like to do (see appendix). Advise these other agencies which organizations support TSRPs (e.g., Mothers Against Drunk Driving, National Association of Prosecutor Coordinators). See the appendix for sample letters, needs surveys, etc.

Follow up with meetings or phone calls, individually or with prosecutor and law enforcement together:

- Explore their needs;
- Identify the services you can provide;
- Find out what they are already doing – don't reinvent the wheel; and
- Offer to meet regularly.

Network with other TSRPs and the NHTSA Prosecutor Fellow. They can:

- Determine what is working;
- Identify problems and pitfalls, with possible solutions;
- Identify new issues emerging locally and nationally and assist in
- developing strategies to address these concerns;
- Provide guidance in drafting new legislation;
- Assist in the development of designated DWI prosecutors if they are not already utilized in your State; and
- Provide detailed steps in determining which trainings to hold in your State and how to organize and conduct these trainings.

Attend events sponsored by your State prosecutor organizations, law enforcement organizations, and the highway safety office to make yourself known to key players in the traffic safety community. Initially, it is crucial to simply get your name out there.

Make presentations to agencies or organizations interested in traffic safety issues:

- Fire departments
- Community groups
- Victim groups
- Probation departments
- Schools
- Medical organizations
- Local legislative bodies

Ask to participate on task forces:

- Assist with legislative and policy matters and consider how they affect prosecutors in your jurisdiction;
- Coordinate with your State highway safety office to apply your technical expertise and experience in developing policy and program initiatives; and
- Familiarize yourself with the political climate of your State's elected/appointed prosecutors to determine which issues you should and should not address.

Technical Support

Respond to verbal and written inquiries from prosecutors and law enforcement regarding traffic crimes, court procedures, recent changes to law, defense challenges, etc.

Conduct legal research on a variety of issues unique to your State for use in legal memoranda, at hearings, trials, or on appeal:

- Search and seizure
- SFSTs
- DEC/DRE (if applicable to your State)
- Blood draws
- Implied consent
- Event Data Recorders
- Breath test procedures and instruments

Consult NTLC's brief bank www.ndaa-apri.org/apri/programs/traffic/ntlc_home.html.

Develop or expand your State's existing brief bank. Other TSRPs may have them as well.

Provide information, transcripts, CVs, and articles written by defense experts. NTLC has a data bank with information on many defense experts.

First or second chair hearings and trials if requested and permissible in your State.

Produce a publication, such as a monthly or quarterly newsletter, for prosecutors and law enforcement about recent case law, changes to the law and other relevant "hot topics."

Collect available publications and resource guides:

- NTLC monographs and newsletter (contact NTLC or consult their Web site)
- NHTSA (www.nhtsa.dot.gov)
- NDAA magazine, *The Prosecutor*
- National Center for Statistical Analysis (www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/)
- Individual State newsletters (contact state TSRPs to receive)

Prepare a State-specific DWI manual for prosecutors. The manual may include information on current case law, pre-trial procedures, sufficiency of traffic stops, probable cause, blood/breath/urine testing procedures, proof of impairment, sentencing guidelines, vehicle forfeiture, defense challenges and examples of forms used in your courts. Many TSRPs have developed manuals already for their States. They would be an excellent resource for designing or updating your State's manual.

Training

In your new position as a TSRP, you may have little to no experience in conducting trainings, and may not even know what is available. Both NTLC and other TSRPs will provide you detailed, specific guidance in all areas of training—from providing you a detailed description of the training materials available and how to obtain them, to organizing, advertising and conducting the training. Topics include:

Substantive law seminars

- Search and seizure
- Breath/blood test admissibility and challenges
- Standardized Field Sobriety Tests (SFSTs)
- Toxicology
- Collision reconstruction

Trial advocacy trainings for prosecutors – impaired driving, drugged driving, lethal weapon (prosecution of a DWI with a fatality)

- Fundamentals of trial
- Voir dire
- Opening
- Direct and cross of experts: forensic toxicologist
- Collision reconstructionist
- Medical examiner
- Summation

Trial Advocacy training for law enforcement (This course may also be designed to provide case discussions as opposed to trial advocacy)

- Effective evidence gathering
- How to write a comprehensive report
- Testimony methodology – how to be a better witness

Consider offering joint training for prosecutors and law enforcement (*Protecting Lives, Saving Futures* or variation). Joint training results in better case preparation and presentation, and fosters good working relationships.

Train the Trainer course

- The more prosecutors you train as teachers the more resources you have to teach substantive training courses to other prosecutors and law enforcement

Written materials should be provided to each participant at each training. NTLC training materials can be requested via the order form located at NTLC's Web site at www.ndaa-apri.org/apri/programs/traffic/ntlc_home.html.

Training and support can be brought to prosecutors' offices and law enforcement agencies. Locations can vary - look for facilities that do not charge a fee (law school, community college, police academy, prosecutor or municipal office).

Length of trainings can be adapted to meet the needs of the audience. Programs range from week-long trial advocacy to one-day substantive seminars.

Locate potential funding sources

- NAPC
- Foundations—national, regional, or local
- Private corporations—national, regional, or local
- Individual State Highway Safety Office

APPENDIX A

Sample Introductory Package

INITIAL CONTACT LETTER

Law enforcement agencies
Prosecutors' offices
Department of Transportation

Dear (title, name):

Nationally, traffic crashes of all kinds claim nearly 43,000 lives a year. In (your State) in 200X, traffic crashes took the lives of xxxx people and injured scores more. Additionally, traffic related prosecutions, particularly DWIs and DWI-fatalities, are among the most complicated cases to handle. Line prosecutors with substantial caseloads need a specialized prosecutor they can turn to for help, a person who focuses solely on traffic issues and prosecutions.

I am the Traffic Safety Resource Prosecutor (TSRP) for (your State). My role as a specialized attorney/prosecutor is to provide education, training, and technical assistance to prosecutors and law enforcement throughout the State. I can assist you in a number of ways: coordinate trainings in your area, give individual technical assistance where needed, conduct legal research, and represent your interests at State and regional traffic safety meetings. Whether the topic is DWI, suspended or revoked drivers, aggressive drivers, traffic stops, or any other traffic related subject, I am here to support both prosecutors and law enforcement.

While some States have had specialized prosecutors for many years, the program took a great leap forward just a few years ago, when the National Highway Traffic Safety Administration (NHTSA) made the landmark decision to prioritize prosecutors. Twenty-eight States now have TSRPs, and several more are coordinating the funding for this position.

I am here to address the needs of (your State's) prosecutors and law enforcement officers in the traffic safety arena. We all have a common goal: to reduce the number of injuries and fatalities on our state's roads. By working as a team, we can make great strides toward this goal.

Please do not hesitate to contact me with your questions and concerns. I look forward to working with you.

Sincerely,

PROSECUTOR SURVEY

Location and geographic size of your jurisdiction

Population

Number of attorneys in your office

Number of police agencies in your jurisdiction

Number of sworn officers

Number of DWI arrests each year in your jurisdiction

DWI repeat offenders annually

Number of drugged-driving arrests annually in your jurisdiction

Number of vehicular fatalities annually in your jurisdiction

Alcohol-related
Drugged driving

Number of vehicular assaults annually in your jurisdiction

Alcohol-related
Drugged driving

Do you have specifically designated DWI prosecutors?

How are they funded?

Does your jurisdiction have a designated DWI Court?

Do you provide any in-office training?

If yes, on what topics?

Do you provide written materials?

How are they paid for?

Is the training conducted at your office or at another facility?

If applicable, do prosecutors receive continuing legal education credits?

Are you familiar with the National District Attorneys Association?

American Prosecutors Research Institute?

National Traffic Law Center?

National Association of Prosecutor

Coordinators?

International Association of Chiefs of Police?

Have you ever sent your prosecutors to any NDAA/APRI/NAPC training courses?

Which courses?

What other training courses do your prosecutors attend – locally and/or nationally?

Do your prosecutors attend training with local law enforcement?

Do your prosecutors instruct law enforcement officers?

Police in-service training?

Police academy?

What training programs would you like to see offered to your prosecutors?

How else can your State's Traffic Safety Resource Prosecutor be of assistance to you?

LAW ENFORCEMENT SURVEY

Number of sworn officers within your agency
Breakdown by rank

Number of DWI arrests each year by your agency
DWI repeat offenders each year

Number of drugged-driving arrests each year by your agency

Number of vehicular fatalities investigated by your agency each year
Alcohol-related
Drugged driving

How many of your officers are certified breath test operators?

If applicable, how many of your officers are certified to draw blood?

Do you have specifically designated DWI patrols (saturation patrols)?
How are they funded?
How often do they operate?

Do you have a written sobriety checkpoint protocol, if permitted in your State?
How many times each year are they conducted?

Does your jurisdiction have a specifically designated DWI Court?

Does your department provide any in-service training?
If yes, on what topics?
Do you provide written materials?
How are they paid for?
Is the training conducted by your agency or at another facility?
If applicable, do the officers receive continuing education/training credits?
Who serves as instructors?
Other law enforcement?
Prosecutors?
Toxicologists/other experts?

Are you familiar with the National District Attorneys Association?
American Prosecutors Research Institute?
National Traffic Law Center?
National Association of Prosecutor Coordinators?
International Association of Chiefs of Police?
National Sheriff's Association?

What other training course do your officers attend – locally and/or nationally?

Do your officers attend training with local ADAs?

What training programs would you like to see offered to your police officers?

LETTERS OF SUPPORT



Mothers Against Drunk Driving
NATIONAL OFFICE
511 E. John Carpenter Frwy., Suite 700
Irving, TX 75062-8187
Phone (214)744-MADD
Fax (972)869-2206/2207
www.madd.org

April 15, 2006

Carol A. Peters
NDAA/NAPC Program Manager
Lane County District Attorney's Office
125 E. 8th Avenue
Eugene, OR 97401
carol.peters@ndaa-apri.org

RE: Traffic Safety Resource Prosecutors

VIA ELECTRONIC MAIL

Dear Ms. Peters:

I am writing you for the purpose of memorializing Mothers Against Drunk Driving's (MADD) support of Traffic Safety Resource Prosecutors (TSRP) and thanking the National Association of Prosecutor Coordinators (NAPC) for its outstanding leadership in developing and promoting the TSRP program along with the National Highway Traffic Safety Administration (NHTSA).

As you know, the vast majority of our Nation's prosecutor's offices are significantly under funded and resourced. Consequently, most offices provide only minimal training to the young attorneys who handle misdemeanor driving while impaired (DWI) and driving under the influence (DWI) cases. Many of these prosecutors are ill-equipped to overcome the bevy of experienced defense lawyers and expert witnesses they face regularly. Indeed, one of the most common reasons that DWI/DWI drivers escape justice is the lack of adequate prosecutor training.

TSRPs substantially alleviate this problem by:

- Serving as their respective State's experts on DWI/DWI law and evidence;
- Providing continuing professional education on pertinent issues including trial advocacy, visual trial techniques, and complex defense challenges;
- Researching and providing assistance on traffic safety issues (many TSRPs publish trial manuals, predicate questions, memoranda of law, and legal updates to keep their prosecutors current about the State of the law); and
- Assisting or "second chairing" trial prosecutors on complex motions, hearings and trials.

TSRPs can also serve the traffic safety community and promote public understanding by:

- Providing much needed leadership on a statewide basis;
- Training law enforcement officers how to prepare their cases and testify in court;
- Creating and distributing educational materials for public consumption (many TSRPs publish quarterly newsletters or engage in other outreach activities); and
- Serving as a liaison between prosecutors and the traffic safety community.

In recognition of the TSRPs outstanding contributions to the public, the MADD National Board passed a resolution supporting them in February 2006. You can view the official statement and all other policies at www.madd.org.

Thank you again for your support of this valuable program. If you have any questions, comments or concerns, or if we may be of any service to you, please do not hesitate to contact me at 202-974-2497.

Sincerely,



Stephen K. Talpins
National Director of Public Policy
Mothers Against Drunk Driving
(Signed electronically)



APRI

American Prosecutors Research Institute

99 Canal Center Plaza, Suite 510, Alexandria, Virginia

22314

703.549.4253 / 703.836.3195 FAX
www.ndaa.org

May 4, 2006

Carol A Peters
NDAA/NAPC Program Manager
Lane County District Attorneys Office
125 East 8th Avenue
Eugene, OR 97401
Carol.peters@ndaa-apri.org
(via e-mail)

RE: Traffic Safety Resource Prosecutors

Dear Ms. Peters:

As you know, APRI's National Traffic Law Center (NTLC) was created in 1992 in response to the United States Department of Transportation's 1991 Traffic Safety Summit which recognized a national need for training and technical assistance for law enforcement, prosecutors and other allied professionals in order to improve the quality of justice in traffic safety adjudications.

NTLC is a national clearing house for the compilation and dissemination of legal and technical information. We regularly attend and participate in national and regional meetings to assist in policy development. Our strengths are also our shortcomings—it has been said that “all politics are local.” So, too, are traffic-related offenses.

As a national clearinghouse, it is beyond our ability to have intimate knowledge of each of the 50 States, in each of their respective numerous jurisdictions, on a day-to-day basis. In recognition of that fact, your organization, with support and assistance from the National Highway Traffic Safety Administration (NHTSA), promulgates and promotes the development and expansion of a Traffic Safety Resource Prosecutor (TSRP) in each State. To date, 28 States are on board and many more are looking to join the ranks in the very near future.

TSRPs fill a critical void as the in-State expert on traffic-related offenses, including impaired driving and vehicular homicides. TSRPs understand the nuances of their State statutes and caselaw, build relationships with each of their State prosecutor's offices and forge solid interactions with State highway safety offices.

TSRPs provide State-specific training and technical assistance while being part of a national network of traffic experts to assist with new challenges as they arise.

In short, TSRPs are *essential* to effective traffic safety adjudications. We at NTLC consider them an integral part of our national service and support them wholeheartedly.

If you have any questions or concerns, please feel free to contact me at 703-519-1641.

Very truly yours,

Marcia J. Cunningham

Marcia J. Cunningham, Esq.
Director
National Traffic Law Center
(Electronic Signature)

Conference of District Attorneys

N O R T H C A R O L I N A

Peg Dorer
Director

PO Box 25546
Raleigh, NC 27611

919.733.3484
919.715.0138

June 7, 2006

TO: Prosecutor Coordinators
FROM: Peg Dorer
Chairman, NAPC/NHTSA Working Group
SUBJECT: TSRP's EFFECTIVENESS

The NAPC / NHTSA Working Group is a committee made up of prosecutor coordinators and representatives from the National Highway Traffic Safety Administration (NHTSA). The purpose of the group is to identify priorities for prosecutors in the realm of highway safety and to communicate those priorities to NHTSA, other national entities, and individual States. In that capacity, the NAPC /NHTSA Working Group has long identified the Traffic Safety Resource Prosecutors (TSRPs) as a pivotal position in promoting highway safety issues within the law enforcement and prosecutorial communities on local, State, and national levels.

We recognize that traffic cases, especially those involving impaired driving, represent a significant portion of court cases that are some of the most litigated and complicated within our States' caseloads. TSRPs, from their earliest existence, have been catalysts in bridging the educational and informational gap between local, State, and national entities.

The NAPC / NHTSA Working Group has embraced the TSRP concept and, through financial assistance from NHTSA, now seeks to spread both the concept and the contribution that a TSRP can make to a State. Already we have seen that existing TSRPs are making significant contributions in the improvement of law enforcement effectiveness and prosecutorial readiness in highway safety issues in individual States and across the Nation.

As the chairman of the NAPC / NHTSA Working Group, I invite you to seriously consider the installation of a TSRP in your State. The benefits to law enforcement and prosecutors, their relationships and their effectiveness in addressing these complex and intricate cases will be invaluable.

The NAPC / NHTSA Working Group is available to provide additional information, guidance and funding ideas and sources upon request.

Prosecuting Attorney's Coordinating Council

Department of Attorney General
116 W. Ottawa Street, Suite 200
Lansing, Michigan 48913
Ph: 517-334-6060 Fax 517-334-6351
www.michiganprosecutor.org

March 17, 2005

TO: Prosecutor Coordinators

FROM: Thomas M. Robertson
Executive Secretary

Council Members
Gary L. Walker, Chair
Michael A. Cox, Vice Chair
William A. Forsyth
Stuart Dunnings
Michael D. Thomas

RE: TSRP's— Why Your Office Needs One

The Concept of having a Traffic Safety Resource Prosecutor (TSRP) working out of a prosecutor coordinator's office was pioneered by Florida and Iowa in the 1980s. I learned about this wonderful resource at NAPC meetings, and immediately began lobbying the Michigan Office of Highway Safety Planning (OHSP) for funding to start a program in Michigan. While not persuasive, I was persistent, and after 15 years of badgering, they finally agreed to fund a TSRP and training assistant in 2000. Both OHSP and Michigan's Prosecutors agree that it was one of the best decisions we ever made. Our TSRP provides the following services for prosecutors and the Michigan Traffic Safety Community:

- State-of-the-art continuing professional education on traffic safety issues; including trial advocacy, visual trial techniques, and the last word on countering defense challenges. Additional training for police officers is a great bonus for our office, and to the prosecutors who rely on the police investigation.
- Our TSRP is the State and national resource on traffic safety issues. If he can't answer the question, he knows where to find the answer. Our traffic safety newsgroup provides immediate answers to every traffic safety question.
- Research and pleading assistance on traffic safety issues; Newsletters, manuals, memos, and legal updates keep our prosecutors in the know regarding what's happening in our State and around the country.
- The preparation of policy and public relations materials on traffic safety so our prosecutors always have a professional presentation in hand for community groups.
- A dedicated liaison between prosecutors and the traffic safety community. Never underestimate the value of having a representative at the countless traffic safety meetings that occur in your State. Our TSRP is a one-person truth squad about the reality of prosecuting traffic safety cases.

In short, if you have a TSRP, your organization is the key player in your State on traffic safety issues. Nothing happens without your review and input, and your prosecutors stay ahead of the game.

Since the start of our program in 2000, several other States have copied and improved on the model, and NHTSA has made it a funding priority to have a TSRP in every State. I encourage you to review the information provided by Ms. Overton, the North Carolina TSRP, and take advantage of this great opportunity to provide this resource to your prosecutors and the citizens of your State.

APPENDIX B

Helpful Resources

WEB SITES

National Highway Traffic Safety Administration

www.nhtsa.dot.gov

www.stopimpaireddriving.org

National Association of Prosecutor Coordinators

www.napcsite.org

National District Attorneys Association

www.ndaa.org

National Traffic Law Center

www.ndaa-apri.org/apri/programs/traffic/ntlc_home.html

International Association of Chiefs of Police

www.theiacp.org

Mothers Against Drunk Driving

www.madd.org

APPENDIX C

Training Information

TRAFFIC SAFETY RESOURCE PROSECUTOR COURSES

National Association of Prosecutor Coordinators (NAPC)

NAPC conducts prosecutor training for a number of States through its membership. The prosecutor coordinators in over 30 States have received NHTSA funding for various training that includes: *Prosecution of Driving Under the Influence*, *Prosecuting the Drugged Driver*, *Lethal Weapon: DWI Homicide*, *Train the Trainer* and *Protecting Lives, Saving Futures*. The *Protecting Lives, Saving Futures* curriculum places prosecutors and law enforcement officers from the same locality in a training setting. This allows for an interaction between the two disciplines to understand the concerns that they experience. Interested states should contact their Prosecutor Coordinator's Office.

National Traffic Law Center (NTLC)

Throughout its history, the NTLC has served as a resource for NHTSA concerning traffic law, representing the prosecutor's interest on various traffic safety issues. NTLC has the lead on the development and revisions of prosecutor trainings. NTLC, in conjunction with the NAPC, is developing a training program for prosecutors to deliver to law enforcement officers on testifying in court.

One training curriculum is revised each year. The *Train the Trainer* was updated in 2006 and *Prosecuting the Drugged Driver* will be revised in late 2006 or early 2007 when research is completed on the re-validation of various components of the Drug Evaluation and Classification (DEC) protocol. Efforts have been made to promote prosecutor training in the States with the use of State highway safety office funding.

NTLC serves as a conduit for impaired-driving information to judges, prosecutors, and law enforcement officers. NTLC maintains a Brief Bank on impaired-driving cases, collects expert witness information, and publishes *Between the Lines*. NTLC staff also teach traffic safety courses at the National Advocacy Center in Columbia, South Carolina.

SFST Resource Information CD

A SFST CD-ROM has been prepared for distribution to judges, prosecutors, and law enforcement officers. This CD contains all of the research (to date) on SFST and HGN. Also included, are snippets of a correct SFST and HGN (as taught to the law enforcement officers). A key element of this CD is an index reference system for quick research or reference. It can be ordered through the NHTSA Web site: www.nhtsa.dot.gov.

DEC Resource Information CD

A CD-ROM will be developed for law enforcement officers, prosecutors, and judges on the research that supports the Drug Evaluation and Classification Program. Interested States should contact their NHTSA Regional Office, which can coordinate services through Brian Chodrow, EJS Division at brian.chodrow@dot.gov or 202-366-9765.

COURSE ORDER FORM

COURSE MATERIALS FOR NHTSA-NAPC Trial Advocacy Workshops

National Traffic Law Center
99 Canal Center Plaza, Suite 510
Alexandria, VA 22314
Telephone: 703-549-4253 Fax: 703-836-3195

Location of course:
Contact Number:
Date of course:
Number in course:
Shipping Address:

QUANTITY	TITLE
_____	Prosecution of DWI, Participant Manual
_____	Prosecution of DWI, Instructor Manual
_____	Notebooks, covers, and spinetabs
_____	Overheads for the Prosecution of DWI
_____	Casefile for <i>State v. Mary Katherine Webster</i>
_____	Videos (arrest sequence, direct of MKW, and trial advocacy)
_____	Evaluations
_____	Course certificates
* * * * *	
_____	Prosecuting the Drugged Driver, Participant Manual
_____	Prosecuting the Drugged Driver, Instructor Manual
_____	Notebooks, covers, and spinetabs
_____	Overheads for Prosecuting the Drugged Driver
_____	Casefile for <i>State v. Crystal Coral</i>
_____	Sample direct examination of defense toxicologist
_____	Defense toxicologist's resume

_____ Sample direct exam of Crystal Coral
_____ Evaluations
_____ Course Certificate

* * * * *

_____ *Lethal Weapon: DWI Homicide*, Participant Manual
_____ *Lethal Weapon: DWI Homicide*, Instructor Manual
_____ Notebooks, covers, and spinetabs
_____ Overheads for *Lethal Weapon: DWI Homicide*
_____ Casefile for *State v. Matt Farner*
_____ Misc. Supplies- crash reconstruction transparencies,
calculators, rulers, cars
_____ Evaluations
_____ Course Certificates

* * * * *

_____ *Protecting Lives, Saving Futures*, Participant Manual
_____ *Protecting Lives, Saving Futures*, Instructor Manual
_____ Administrators Guide
_____ Videos (“The Visual Detection of DWI Motorists” and
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Updated February 2007

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