

State of Florida

Impaired Driving Strategic Plan 2017 - 2019



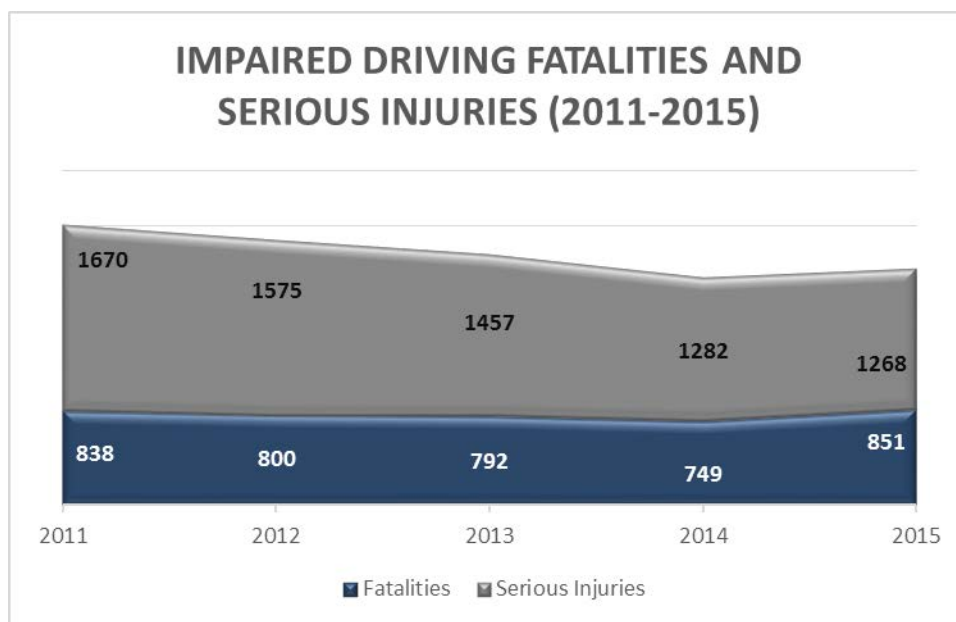
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Executive Summary

Despite impressive efforts to reduce traffic-related fatalities and serious injuries in Florida over the past several years, the number of alcohol-involved crashes, fatalities, and injuries continues to be a challenge in our goal to reach zero fatalities. As a percent of all crash fatalities, impaired driving fatalities in Florida has slowly declined from 29 percent in 2011 to 27 percent in 2015 (National Highway Traffic Safety Administration, NHTSA). During that same time period, the Florida Department of Highway Safety and Motor Vehicles (DHSMV) reported 7,252 serious injuries and 4,030 fatalities due to impaired driving. Despite implementation of many proven countermeasures, the number of alcohol-impaired driving crashes, fatalities, and injuries continue to be unacceptable. Florida is dedicated to continuing to reduce the number of impaired driving fatalities and serious injuries .



Traffic Crash Facts Annual Report 2011-2015 – Florida Department of Highway Safety and Motor Vehicles

In 2009, the Florida Department of Transportation (FDOT) facilitated the establishment of the Florida Impaired Driving Coalition (FIDC). The FIDC was formed to identify and prioritize the State’s most pressing impaired driving issues, review proven strategies, develop and approve a strategic plan that maximizes the State’s ability to impact these crashes, and oversee implementation of the strategic plan. Agencies and organizations responsible for components of Florida’s impaired driving system, or those agencies working to impact the effects of impaired driving, participate in the FIDC. The FIDC met four times from May 2016 through March 2017 to continue its mission. The FIDC Charter

and Membership List are available Appendix A and B respectively.

Florida's first Impaired Driving Strategic Plan plan, released in May 2011, was based on the Uniform Guidelines for State Highway Safety Programs for Impaired Driving No. 8 (NHTSA, 2006). The FDOT State Safety Office conducted a NHTSA technical assessment of Florida's impaired driving countermeasures program in May 2015. Since the assessment, Florida has accomplished many of the goals set in response to the assessment recommendations. The assessment process and resulting recommendations were instructive for the FIDC and informed the development an updated Action Plan, which is available in Appendix C.

1.0 Introduction

Driving while impaired can refer to operating a motor vehicle while under the influence of alcohol, drugs, or both. The impaired driving program targets those individuals driving under the influence of drugs or impaired by alcohol. In Florida, it is unlawful for a person under the age of 21 to operate a motor vehicle with a blood-alcohol level or breath-alcohol level of 0.02 or higher (referred to as zero tolerance); 0.08 is the legal limit for drivers 21 and older. Florida's impaired driving program provides funding for DUI enforcement activities; awareness and education campaigns; proactive youth focused DUI education and outreach; and specialized law enforcement and prosecution education to increase effective DUI adjudication.

1.1 Strategies

Florida's impaired driving strategic plan focuses on the the following overarching strategies:

1. Combine high visibility enforcement with increased public awareness of the dangers, costs, and consequences of impaired driving, with emphasis on high-risk populations and locations.
2. Reduce repeat impaired driving behavior through targeted enforcement, effective and efficient prosecution, enhanced penalties for subsequent offenses, and improved evaluation, intervention and treatment of substance abuse.
3. Identify opportunities to prevent or counteract impaired driving through training of law enforcement, court, and substance abuse treatment personnel, recognition of emerging trends and new best practices, use of tools such as ignition interlock devices, and revision of laws and rules.

1.2 Effectiveness of the Program

The National Highway Traffic Safety Administration provides guidance on the proven effectiveness of countermeasure programs in Countermeasures That Work: Eighth Edition, 2015 (CTW). The CTW citations below reference the programs that are being implemented in Florida.

- Enforcement (Chapter 1, Pages 21-28)
- Prosecution and Adjudication (Chapter 1, Pages 29-34)
- Deterrence: DWI Offender Treatment, Monitoring, and Control (Chapter 1, Pages 36-45)
- Prevention, Intervention, Communications and Outreach (Chapter 1, Pages 46-55)
- Underage Drinking and Alcohol-Related Driving (Chapter 1, Pages 56-66)
- Drug-Impaired Driving (Chapter 1, Pages 67-74)

1.3 Florida's Strategic Highway Safety Plan

Florida's Strategic Highway Safety Plan (SHSP) is a statewide, data-driven plan for all of Florida's road users. The plan is the state's five year comprehensive roadway safety plan for achieving Florida's vision

of zero traffic-related fatalities. The Impaired Driving Strategic Plan supports the SHSP goals and objectives, as well as the federal Fixing America's Surface Transportation Act, or FAST Act, requirements.

As part of our process, the FDOT is continuously analyzing the linkages between specific safety investments and safety outcomes to track the association between the application of resources and results.

Stakeholders

Florida's highway safety process is dynamic. The development and execution of the SHSP occurs through the continuous work of the agencies and organizations and safety stakeholders. Implementation of many of the SHSP emphasis areas are supported through the concerted efforts of the following coalitions:

- Florida Impaired Driving Coalition
- Florida Lane Departure and Intersection Coalition
- Florida's Pedestrian and Bicycle Safety Coalition
- Florida's Task Force for Occupant Protection (currently being developed)
- Motorcycle Safety Coalition
- Safe Mobility for Life Coalition
- Florida Teen Safe Driving Coalition
- Traffic Records Coordinating Committee
- Florida Work Zone Safety Coalition

Additional partners throughout the planning and implementation process include traffic safety advocates, FDOT District Traffic Safety Engineers, law enforcement, emergency responders, judges, MADD, SADD, and many state and local agencies.

1.4 Problem Identification

The FDOT State Safety Office identifies the State's traffic crash problems by:

- Reviewing data from the annual Traffic Crash Statistics Report prepared by the Florida Department of Highway Safety and Motor Vehicles (DHSMV) and NHTSA's Fatality Analysis Reporting System;
- Reviewing data from DHSMV's *Uniform Traffic Citation Statistics Annual Report*;
- Analyzing data from the Highway Safety Matrix prepared by the Safety Office;
- Meeting with advisory groups and SHSP Emphasis Area Teams;
- Reviewing the results of public opinion and observational surveys; and
- Utilizing the knowledge and experience of Traffic Safety Section staff.

The FDOT receives crash data from the DHSMV that includes all information collected on the crash reports. This data is used to create the Traffic Safety Section's annual Highway Safety Matrix. The staff utilize data from the matrix and the annual Traffic Crash Statistics Report, as well as citation data, to identify the traffic safety problems to be addressed in their program areas. The FDOT State Safety Office staff also works with advisory groups such as the Strategic Highway Safety Plan Emphasis area teams, EMS Advisory Council, and the state's many traffic safety coalitions to gather information about statewide problems. In addition, Program Managers work with the Law Enforcement Liaisons, local community traffic safety teams, and the Community Traffic Safety Team Coalition to identify problems.

Random digit dialed telephone surveys are conducted annually in conjunction with the Click It or Ticket and Drive Sober Or Get Pulled Over campaigns to evaluate the effectiveness of the awareness programs and to determine the public attitude related to traffic safety issues in the state. The Program Managers use this information in planning future activities.

1.5 Plan Structure

The following Sections 2.0 through 7.0 provide information on each component of Florida's impaired driving system:

- Program management and strategic planning;
- Prevention;
- Criminal justice system, including enforcement, prosecution and adjudication;
- Communication and outreach;
- Screening, assessment, treatment and rehabilitation; and
- Program evaluation and data.

The FIDC's charter, membership directory, and action plan are in the Appendices. The action plan identifies the objectives, strategies, action steps (including a leader for each step) for improving each of the system's components.

2.0 Program Management and Strategic Planning

2.1 Florida Impaired Driving Coalition

The Florida Impaired Driving Coalition (FIDC) was formed to identify and prioritize the state’s most pressing impaired driving issues and develop a plan to maximize the State’s ability to reduce the human and economic consequences of these crashes. FIDC members include representatives from agencies, organizations, and the private sector with a working knowledge and expertise in various parts of Florida’s impaired driving system, including how the parts interrelate. These members represent different specialized areas and bring their expertise to the FIDC and assist the FDOT State Safety Office with preparing the annual Highway Safety Plan when needed.

Based on recommendations from the 2015 Impaired Driving Program Assessment, the FIDC added new members, and continues to expand membership to fill gaps and increase representation from various organizations who all have the common goal of eliminating impaired drivers from Florida’s roadways.

2.2 Strategic Planning

All members of the FIDC are an integral part of the process of developing and approving the Impaired Driving Strategic Plan. The FDOT State Safety Office and the members share the goal of zero traffic fatalities in our state and will continue to develop strategies to reduce those fatalities related to impaired driving. The FIDC uses the NHTSA assessments as a guide to assist Florida in reducing fatalities. The recommendations from the assessments are used in the FIDC strategic planning and the FDOT State Safety Office’s annual Highway Safety Plan.



2.3 Program Management

The FDOT State Safety Office manages federally funded highway safety projects for Florida. The Traffic Safety Program Manager responsible for the Office’s Impaired Driving Program serves on and actively participates in the FIDC. This creates an effective management information sharing platform which allows the coalition to receive updates and progress reports on efforts at all FIDC meetings. The FIDC charter states that a meeting will be conducted at least three times per year, however, traditionally the Coalition meets four times per year. Other written, electronic and voice communication serves to

effectively manage the program between meetings. At all meetings, group leaders report progress to the members and action is discussed if necessary.

2.4 Data and Records

Data is integral to safety decision-making. Using crash data to identify safety problems creates an evidence-based transportation planning process, and results in better decision-making. Florida's Traffic Records Coordinating Committee (TRCC) coordinates the timeliness, accuracy, completeness, uniformity, integration, and accessibility of data for the state's six traffic safety information systems (crash, driver, vehicle, roadway, citation/adjudication and EMS/injury surveillance).

The FIDC, its members, and the TRCC look at opportunities to strengthen and improve the data and reporting systems in Florida. One goal of the FIDC is to implement a standardized web-based reporting system for impaired driving arrest reports that requires one-time entry of data to automatically populate all required forms. The FIDC also continues to study ways to develop a single repository for all impaired driving-related crash, citation, adjudication, and treatment data that can be easily accessed by law enforcement, prosecutors, the judiciary, providers, and government agencies working to address driving under the influence.

2.5 Communication Program

The FIDC works with its stakeholders, members, and partners to support comprehensive communications. Together they support and promote the Drive Sober or Get Pulled Over national NHTSA campaigns. The FIDC and its partners continually spread impaired driving messages through paid media, earned media, social media, and other channels about the dangers and consequences of impaired driving, and to bring awareness to the issues we face to influence behavioral changes.

3.0 Prevention

Florida supports the prevention of alcohol abuse that many times leads to a person driving impaired. We will increase awareness of the dangers and consequences of impaired driving and look for opportunities to continue and expand effective programs. Law enforcement, Alcohol Beverage and Tobacco agents, alcohol services owners, and servers will be trained on the consequences of selling to minors and overserving impaired patrons. Florida will also work to develop new and innovative ways to reach individuals between 18 and 35 years old on the dangers of impaired driving.

3.1 Promote Responsible Alcohol Service

The FIDC will work with local alcohol services owners and distributors to educate them on the dangers and consequences of over service. Retailers have responsibilities toward the safe use of alcohol in their communities and are one line of defense in the prevention of access to alcohol by underage patrons, as well as to prevent over-service to individuals of all ages. Educating servers on recognizing false or fraudulent identifications and promoting cooperation with law enforcement are imperative. Staff training can also reduce the personal liability and risk of injury or death.

3.2 Promote Transportation Alternatives

Alternative transportation (AT) programs are one approach to reducing alcohol-impaired driving. These programs transport drinkers home from, and sometimes to and between, drinking establishments using taxis, privately owned vehicles, buses, tow trucks, and law enforcement agents. Some programs provide a driver to drive the drinker's car home along with the drinker. The promotion of programs like those listed below will continue to be promoted in our state:

- Designated Drivers
- Limousines/Party Buses
- Public Transportation
- Taxi
- Trolleys
- Tow-to-Go
- Fixed-Route Shuttle Programs
- Point-to-Point Shuttle Programs
- Tipsy Taxi
- Sober Ride
- Lyft, Uber, and other ride-share programs

3.3 Conduct Community-Based Programs

These programs focus on the use of familiar and comfortable surroundings as a prevention method by using family, friends, colleagues, etc. to influence and potentially change behavior and actions. Places such as schools, places of employment, medical and health care environments, and community centers are used to implement traffic safety programs by coalitions, advocate and other community groups.

3.3.1 Schools

Florida Students Against Destructive Decisions (SADD) provides statewide coordination and assistance to over 200 SADD chapters and works in cooperation with state agencies, local school districts, law enforcement agencies, and other state and community based organizations. The collaboration and cooperation between the state and community based organizations enhances the “Triangle of Caring” which is comprised of school, home, and community.

The purpose of Florida SADD is to assist and encourage middle and high school students to live safe, healthy, and substance-free lifestyles by creating chapters in their schools that support and promote positive decision-making. SADD promotes a “No-Use” message – no alcohol, tobacco, or illegal substances – through positive peer pressure, support, and activism. SADD’s philosophy is: If the problem is mine, the solution also begins with me.

Florida SADD chapters sponsor awareness campaigns at sporting events, theatrical productions, and other school sponsored activities to make their fellow students, faculty, parents and community aware of the problems associated with traffic safety, underage drinking, and other issues facing youth today. SADD members participate in peer education, serve as mentors to younger students, and make presentations that promote substance-free, healthy lifestyles.

Mothers Against Drunk Driving (MADD) Florida also provides statewide education to students, teachers, parents, school resource officers, and law enforcement agencies. Their prevention messages are shared at schools, town hall meetings, panel discussions, and other locations to reach underserved populations. MADD Florida’s message promotes community involvement, because it will take parents, youth and the community to solve the problem of impaired driving.

3.3.2 Employers

Programs to support and educate both employers and employees of the dangers and consequences of impaired driving will be encouraged. Employers should understand the liability associated with company sponsored events where alcohol is available or provided to employees, such as holiday parties, and consider alternative transportation to remove the possibility of driving while intoxicated. Employee Assistance Programs provide individuals with a confidential resource if they believe they may

have an alcohol or drug problem. Providing any of these services to employees and their families can benefit the company, their employees, and the community.

3.3.3 Community Coalitions and Traffic Safety Programs

Community Traffic Safety Teams (CTSTs) are locally based groups committed to a common goal of improving traffic safety in their communities. CTSTs are multi-jurisdictional, with members from city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens. CTST boundaries are determined by the organizations comprising the team and can be a city, a portion of a county, an entire county, multiple counties, or any other jurisdictional arrangement.

Integrating the efforts of the 4 "E" disciplines that work in highway safety, (Engineering, Enforcement, Education, and Emergency Services) is also encouraged. CTSTs address local traffic safety problems and promote public awareness of traffic safety best practices through campaigns that educate drivers, motorcyclists, pedestrians, and bicyclists about the rules of the road.

FDOT provides the CTSTs in each FDOT District with public information and educational materials to address traffic safety problems affecting their local communities. Each FDOT District has a full-time CTST Coordinator who works closely with the CTSTs in their geographic area. In addition, the FDOT State Safety Office has a Statewide CTST Coordinator who serves as a Central Office liaison to the District Coordinators.

The FIDC works with the CTSTs by educating the teams about the extent and impact of impaired driving in their communities. The FIDC will continue to identify opportunities to engage the CTSTs in helping them to address the problems associated with impaired driving.

4.0 Criminal Justice System

The criminal justice system includes enforcement, prosecution, the courts, and administrative sanctions. Training is a major component of the FDOT State Safety Office impaired driving related grants and are provided to training institutions to fulfill the needs of law enforcement agencies, prosecutors, judges, and other traffic safety professionals.

4.1 Enforcement

The FDOT State Safety Office supports frequent, highly visible impaired driving law enforcement efforts including checkpoints and saturation patrols, in locations where alcohol-related crashes and fatalities most often occur. The FDOT State Safety Office, subrecipients, and the FIDC support NHTSA's Drive Sober or Get Pulled Over national campaigns and participate in the Labor Day and Holiday Season campaigns. The campaigns include paid media, earned media, and joint efforts with partners to spread the word about the dangers and consequences of impaired driving, and the increased enforcement efforts by law enforcement agencies throughout the state.

Law enforcement is a critical partner in eliminating impaired driving from Florida's roadways. Each year, the FDOT State Safety Office and its subrecipients evaluate which training courses were the most often requested and highly attended, and which agencies may need support funding impaired driving related officer training. Courses typically offered include, but are not limited to: Drug Recognition Expert training, Standardized Field Sobriety Testing training, DUI Instructor training, Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Marijuana Impaired Driving Enforcement.

High Visibility Enforcement

The impaired driving program is a priority for state and local law enforcement. The Law Enforcement Liaisons (LEL) work with agencies across the state on enforcement of impaired driving laws and educating community members about the prevention and consequences of impaired driving. Local task forces comprised of various law enforcement agencies work collaboratively to encourage a high level of enforcement participation throughout the year. The task forces work with local media to obtain support through earned media. This program has proven to be successful by motivating law enforcement agencies to focus on impaired driving high visibility enforcement efforts year round as well as national enforcement waves.

The FDOT State Safety Office provides grant funds to law enforcement agencies who conduct and publicize high visibility impaired driving law enforcement activities. Many law enforcement agencies announce the dates of upcoming checkpoints, saturation patrols, and wolf packs through their local media partners and on their own websites and social media pages. These agencies also publish results of their efforts through the same media channels. Action reports listing the number of contacts, the

number of impaired driving arrests, the number of other arrests and citations, and messages to encourage safe driving and to never drive impaired are provided to the State Safety Office.

Drug Recognition Expert Program

Major efforts continue to focus on training and community outreach to inform judges, lawyers, and law enforcement officers on the structure of the Drug Recognition Expert (DRE) program and its benefits. Tuition for Florida law enforcement officers to attend DRE training is paid via a grant to offset the training expenses that agencies may not be able to afford. Currently Florida is at an all-time high of approximately 275 certified DREs in the state. DRE attrition is common as they often get promoted or transferred and they lose agency support for participation in the program. As a result, Florida's DRE program continues to struggle with the needed growth but is working diligently in replacing those who were transferred, promoted, etc.

The number of drugged driving crashes, injuries, and fatalities continues to rise across the state. Unfortunately, it is anticipated these numbers will rise as recent legislation increased the availability of medical marijuana. Proactively increasing the number of DREs in the state will be instrumental in keeping those who are driving under the influence of drugs off the roads.

4.4 Prosecution

Impaired driving cases are perhaps the most litigious and complex cases in the judicial system; yet they are routinely handled by the most inexperienced prosecutors. The State encourages local programs and prosecutors to visibly, aggressively, and effectively prosecute and publicize impaired-driving-related efforts. The Traffic Safety Resource Prosecutor (TSRP) program provides prosecutors and law enforcement officers training in DUI investigation and prosecution, case law, trial tactics, and combatting defense challenges. The TSRPs also train law enforcement officers and experienced DUI and felony prosecutors in advanced legal, scientific, and tactical aspects of DUI prosecution. In addition to training, technical assistance on DUI prosecution, and assistance with cases on an as needed basis is available through the TSRP program.

Based on a recommendation from the 2015 Impaired Driving Program Assessment, the FIDC added a representative from the Florida Prosecuting Attorneys Association (FPAA) to the coalition. The FIDC will continue working with the FPAA to address deferral programs and plea negotiations on impaired driving cases.

4.5 Adjudication

Drug and DUI (alcohol) courts reduce recidivism among repeat and high-BAC offenders. These special courts involve all criminal justice stakeholders (prosecutors, defense attorneys, probation officers, and judges), along with alcohol and drug treatment professionals, who use a cooperative

approach to systematically change participant behavior. This cooperative approach strengthens the effectiveness of the enforcement, increases the consistency of adjudication, improves case management by providing access to specialized personnel, and speeds up disposition and adjudication. These courts also increase access to testing and assessment to help identify impaired driving offenders (especially those with addiction problems) thus serving to prevent them from reoffending. Drug and DUI Courts currently only cover a limited number of jurisdictions, and their scope is limited due to funding considerations. The FIDC recognizes the value of these courts in sentence monitoring and enforcement. Our strategic plan calls for increased staffing and training for probation programs with the necessary resources, including technological resources, to monitor and guide offender behavior.

Florida law provides the opportunity for judges to enroll chronic DUI offenders in a qualified sobriety and drug monitoring program, such as the 24-7 Sobriety Program. The purpose of these programs is to work with the offenders and other substance abusers toward changing their behavior and preventing additional substance abuse related arrests, such as impaired driving. These programs are an emerging trend nationally, and Florida currently has one program in Jacksonville with other circuits evaluating the success of the program and how they may work in their communities. The program goals are to increase public safety, increase public health outcomes, and to reduce impaired driving recidivism.

Education opportunities for judges at the state level are provided through the Florida Supreme Court Education Council to ensure judges stay up-to-date on impaired driving issues, evolving investigative techniques, trending drugs of abuse and their effects on the body, and other changes in the legal landscape as it pertains to impaired driving.

4.6 Administrative Sanctions and Driver Licensing Programs

The State uses administrative sanctions, including the suspension or revocation of an offender's driver's license; the impoundment, immobilization or forfeiture of a vehicle, and the use of ignition interlock devices. Programs under this category reinforce and complement the State's overall program to deter and prevent impaired driving. Examples include the following types of countermeasures:

- Graduated driver licensing (GDL) for novice drivers, especially those parts of the GDL that address impaired driving;
- Education programs that explain alcohol's effects on driving,
- The State's zero-tolerance laws for minors, and
- Efforts to prevent individuals from using a fraudulently obtained or altered driver's license.

Florida's refusal rate is approximately 35 percent. Refusal of a test for alcohol or other drugs is only penalized by a license suspension unless the refusal is preceded by a prior refusal. Even then, the refusal is only punishable by a misdemeanor with a penalty less than the penalty for DUI. To combat such high rate of refusals, some states have enacted a penalty for refusing that is equal to the potential DUI charge. The FIDC continues to track and support legislation which would increase the penalty for

refusing a test.

5.0 Communication Program

The FDOT State Safety Office implements a comprehensive communications plan annually to increase education efforts and awareness of impaired driving and its consequences. Safety grant funds are provided to universities who contract with media buying companies to deliver Florida's impaired driving paid media plan statewide. The locations and medium selected are based on the number of expected impressions, geographic location of high risk, statewide exposure benefits, available funding, and in-kind match. This focused approach to media supports education and enforcement activities around the state.

Florida's media plan supports two campaigns:

- Drive Sober or Get Pulled Over crackdowns over the Labor Day and December holidays that increase awareness of and compliance with impaired driving laws and the consequences of failing to do so; and
- Drink + Ride = Lose, which reminds motorcyclists of the risks, as well as physical, legal, and monetary costs associated with riding impaired.

With this strategic plan, the Florida Impaired Driving Coalition will assist with the development and implementation of a comprehensive communications plan that supports priority policies and program efforts and is directed at impaired driving; underage drinking; and reducing the risk of injury, death, and resulting medical, legal, social, and other costs. This communications plan will complement the efforts of the FDOT State Safety Office's paid media campaigns.

The plan calls for a comprehensive communication program that supports priority policies and program efforts. Communication programs and materials will be developed to be culturally relevant and multilingual as appropriate.

6.0 Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

6.1 Screening and Assessment

Impaired driving frequently is a symptom of a larger problem of alcohol or other drug misuse. Many first-time impaired driving offenders and most repeat offenders have alcohol or other drug abuse or dependency problems. Without appropriate assessment and treatment, these offenders are more likely to repeat their crime. One-third of impaired driving arrests each year involve repeat offenders.

All drivers convicted of DUI are required to enroll in a DUI program. DUI programs are private and professional non-profit organizations that provide education, a psychosocial evaluation, treatment referral services, special supervision services, and ignition interlock monitoring for violations to DUI offenders to satisfy judicial and driver licensing requirements. Two educational services are offered - Level I for first-time offenders and Level II for multiple offenders.

The Level I course is to be a minimum of 12 hours of classroom instruction and incorporates didactic and interactive educational techniques. The Level II course is a minimum of 21 hours of classroom time using primarily interactive educational techniques in a group setting. The average class size is not to exceed 15 students for Level II. This course focuses on the problems of the repeat offender and treatment readiness as the majority of students are referred to treatment. In no case is placement in Level II used in lieu of treatment.

Certified DUI evaluators conduct evaluations to determine the existence of an alcohol or other drug problem. It is not the responsibility of the evaluator to develop a formal diagnostic impression. Evidence of addiction is not required for referral. Clients with evidence of alcohol or drug abuse are referred to treatment facilities certified by the Department of Children and Families (DCF) unless statutorily exempt from such licensure.

Substance abuse services are provided at more than 900 facilities in Florida, including detoxification facilities, outpatient services, maintenance programs, residential centers, and transitional homes.

Medical and health care facilities throughout Florida provide screening and brief intervention to their patients who self-report or are suspected of being alcohol and/or substance abusers. Florida's health care system, especially in the Emergency Department and Trauma Units, frequently treat patients who test positive for alcohol or drugs, self-report use, and/or exhibit signs of alcohol and/or drug use. These health care settings are responsible for creating their own policies, which may include procedures for Screening and Brief Intervention and Referral (SBIR) or Screening and Brief Intervention and Referral for Treatment (SBIRT). A hospital's Emergency Department or Trauma Unit may request to have a case manager or social worker meet with the patient and refer him or her to alcohol or substance use

counseling. If a case manager or social worker is not able to meet with the patient, then alcohol and/or substance use recommendations may be given to the patient with their discharge documentation.

The FIDC and the FDOT State Safety Office will explore opportunities to provide education to medical professionals to ensure patients are being properly informed about the dangers of certain prescriptions and the need to refrain from driving while on these prescriptions.

6.2 Treatment and Rehabilitation

Following evaluation by DUI Evaluators in DUI Programs, clients with evidence of alcohol or drug abuse are referred to treatment facilities. Approximately 64 percent of first offenders and over 90 percent of second offenders are referred to treatment. All treatment providers must be licensed by the Florida Department of Children and Families (DCF) pursuant to Chapter 397, F.S. or exempt from such licensure. Convicted impaired drivers receive treatment services from local agencies certified by the DCF under chapter 65D- 30 of Florida Administrative Rules. Clients are responsible for all costs of treatment, including the DUI education program.

Drivers referred to treatment are monitored by the treatment agency. The treatment agency notifies the DUI Program of completion or non-compliance with the prescribed treatment. Completion of treatment under the DUI Program is required for driver license reinstatement.

6.3 24-7 Sobriety Programs

The 24-7 Sobriety Program is exactly as its name implies – a twenty-four hour a day and seven day a week sobriety program that has the goal of total sobriety for each offender in the program. The program monitors total abstinence from alcohol and drugs by requiring the participant to submit to the testing of their blood, breath, urine, or other bodily substances to determine the presence of alcohol, marijuana, or any controlled substance in their body.

The purpose of these programs is change the behavior of offenders and other substance abusers and prevent additional substance abuse related arrests, as well as reduce impaired driving recidivism, and increase public safety and public health outcomes.

Florida provides the opportunity for judges to enroll chronic DUI offenders in a 24-7 Sobriety Program. Florida currently has one program in Jacksonville with other circuits evaluating the success of the program and how they may work in their communities.

6.4 Monitoring Impaired Drivers

Florida law requires that courts “shall” place all offenders convicted of violating Florida’s DUI laws on monthly reporting probation and shall require completion of a substance abuse course conducted by a

DUI Program licensed by the DHSMV which must include a psychosocial evaluation of the offender. If the DUI Program refers the offender to an authorized substance abuse treatment provider for substance abuse treatment, in addition to any sentence or fine imposed, completion of all such education, evaluation, and treatment is a condition of reporting probation.

The offender assumes reasonable costs for such education, evaluation, and treatment. Florida only provides state-funded probation services for DUI offenders who have been adjudicated of felony offenses. County Court judges also have access to probation supervision services in their counties. These services are either provided through county agency providers or through private probation providers, which are self-sustaining. DUI defendants are assigned and monitored by probation officers who regularly report violations to the courts and obtain warrants for the arrest of defendants who have violated probation conditions.

Florida provides for installation of ignition interlock devices (IIDs) in the cases of second and subsequent offenders. It is optional for first-time offenders, as long as they do not fall under enhanced penalties such as a BAC of 0.15 or more or have a minor in the vehicle. IID requirements are not included as a normal condition of probation, although judges have the discretion to require IID use as a condition. Defendants, who are required to install and utilize IIDs, are monitored by the DHSMV. Violations result in loss of driving privileges. Tampering is a non-criminal infraction.

7.0 Program Evaluation and Data

The FIDC, its members, and the TRCC look at opportunities to strengthen and improve the data and reporting systems in Florida to enhance safety decision-making and encourage evaluation of the impaired driving system and programs.

7.1 Program Evaluation

An overall evaluation of all traffic safety funded projects and other non-funded impaired driving efforts is conducted annually via the FDOT State Safety Office Annual Report. The reported progress of funded efforts, along with the outcome of crash data trends, are used to assess gaps, identify successes and plan new program strategies. Successes are documented and shared among impaired driving enforcement agencies and stakeholders. Specific performance requirements may be added to newly funded projects if a strategy is proven to be effective statewide.

7.2 Data

Florida effectively maintains a system of records that can 1) identify impaired drivers; (2) maintain a complete driving history of impaired drivers; (3) receive timely and accurate arrest and conviction data from law enforcement agencies and the Clerk of Courts, including data on operators as prescribed by the commercial driver licensing regulations; and (4) provide timely and accurate driver history records to law enforcement and the courts.

The DHSMV, Division of Motorist Services maintains the driver file which contains records on drivers including commercial drivers. The Department also maintains the vehicle registration and title file. Courts and law enforcement have immediate access to driver and motor vehicle data using the Driver and Vehicle Information Database (DAVID). The information search can be initiated using a name, driver license number, license plate number, VIN, or other personal details.

Convictions are submitted electronically by all county courts through the Traffic Citation Accounting and Transmission System (TCATS). Crash involvement is posted automatically in the driver file if a conviction is associated with the crash. Blood alcohol level (BAL) data are recorded in the driver file if present on a crash report or citation.

Traffic data interests are represented by the Florida TRCC. A NHTSA Traffic Records Assessment in May 2011 included a recommendation to assess the feasibility of using the Citation Tracking System as a basis for developing a DUI Tracking system; however, that recommendation was not supported by the TRCC nor the FIDC because Florida's driver history process thoroughly tracks offender records and was highly acclaimed in the same assessment.



State of Florida Impaired Driving Coalition Charter

Mission

The mission of the Florida Impaired Driving Coalition (FIDC) is to identify and prioritize the state's most pressing impaired driving issues and to develop and approve a strategic plan to maximize the state's ability to reduce impaired driving crashes, serious injuries, and fatalities. The vast network of partners who exist to reduce the occurrence of Driving Under the Influence (DUI) will work collaboratively to review strategies which have been proven effective in impacting impaired driving issues.

Purpose

The FIDC supports the prevention, enforcement, prosecution, adjudication, and community awareness of impaired driving issues in Florida, in addition to the treatment and rehabilitation of impaired drivers. The FIDC pursues the recommendations of assessments done by the National Highway Traffic Safety Administration, as well as the objectives established by the Florida Strategic Highway Safety Plan.

Governance of the FIDC

- The FIDC will meet at least three times a year. The FIDC will elect a chair and vice chair from its membership. The vice chair will serve as chair in the chair's absence. The FIDC chair will serve for two years. When the current chair has completed two years of service, or is unable to continue serving, the vice chair will become the chair and serve for two years and the FIDC membership will hold a vote to elect a new vice chair. In the event that the chair and vice chair can no longer fulfill their duties, the FIDC will hold a vote to elect a new chair and vice chair.
- A majority vote of the members present at a meeting will be sufficient to conduct FIDC business. Continued membership on the coalition will be based on attendance at a majority of the meetings each year unless a designee has been identified or the absence is excused by the chair.

Membership of the FIDC

- The membership of the FIDC should include representatives from relevant Florida state departments and agencies, law enforcement, judiciary, highway safety advocacy groups, alcohol and drug treatment, and Federal agencies. Members will be asked to provide a summary of their background information in the form of a resume or CV. This information will not be used to approve membership but to evaluate the experience of the coalition and identify gaps that could be filled by future membership.

Appendix A: Florida Impaired Driving Coalition Charter

- The member(s) of the FIDC from the Florida Department of Transportation State Safety Office will determine representation from governmental agencies based on the needs of the FIDC. Current members will recommend representation from non-governmental organizations to be approved by Florida Department of Transportation State Safety Office membership.
- The FIDC can create technical committees to perform the work of the coalition which can include representatives from any relevant entity that has an interest in or knowledge of impaired driving issues. The chair of the technical committee must be a member of the FIDC. Technical committees can meet as often as needed to perform the work assigned.
- As the fully designated representatives of our respective agencies, we the undersigned, hereby approve the Charter for the Florida Impaired Driving Coalition on the 30th day of March 2017.

Appendix B: Florida Impaired Driving Coalition Membership Directory



Membership Directory

Chair

Kyle Clark

Institute of Police Technology and Management

Vice Chair

Ray Graves

Department of Highway Safety and Motor Vehicles

Department/Agency/Organization	Name	Title	Discipline
AAA	Karen Morgan	Manager, AAA Public Policy	Public Health
	Matt Nasworthy	Traffic Safety Consultant	Public Health
Department of Business and Professional Regulation	Frank Franco	Assistant Chief, Division of Alcoholic Beverages and Tobacco	Law Enforcement
Department of Highway Safety and Motor Vehicles	Felecia Ford	Chief, Bureau of Administrative Review	Driver Licensing
	Ray Graves	Chief, Bureau of Motorist Compliance	Treatment & Interlock
	Kathy Jimenez-Morales	Chief Counsel, Driver Licenses	Driver Licensing
Department of Law Enforcement, Alcohol Testing Program	Ann Marie Johnson	Legal Advisor	Science
	Dr. Brett Kirkland	Program Director	Science
	Thomas Jack Graham	Quality Assurance Manager	Science
Department of Transportation	Lora Hollingsworth	Chief Safety Officer	Communication
	Chris Craig	Traffic Safety Administrator	Communication
	Kira Hogue	Traffic Safety Program Manager	Communication
DUI Counterattack, Hillsborough, Inc.	Helen Justice	Executive Director	Assessment/Education

Appendix B: Florida Impaired Driving Coalition Membership Directory

Department/Agency/Organization	Name	Title	Discipline
Florida Association of State Prosecutors; Circuit Court - 16th	Nick Trovato	Assistant State Attorney	Prosecution
Florida Department of Health Office of Compassionate Use	Christian Bax	Director	Public Health/Education
	Courtney Cappola	Statewide Coordinator	Public Health/Education
Florida Highway Patrol	Lieutenant Channing Taylor	District Lieutenant, Troop Watch Commander, DRE Agency Coordinator	Law Enforcement
Florida Police Chiefs Association	Chief Jamie Cruse, Perry PD	Police Chief	Law Enforcement
	Retired Chief Brett Railey, Winter Park PD	Retired Police Chief	Law Enforcement
Florida Public Safety Institute	Kim Allen	Director of Continuing Education	Education
	Master Cpl. Susan Barge	Master Corporal, Traffic Homicide Investigator, Assistant DRE Agency Coordinator	Law Enforcement
Florida Sheriff's Association	Tanesha Williams	Communications Coordinator	Law Enforcement
Florida Students Against Destructive Decisions (SADD)	Danielle Branciforte	State Director	Public Health
	Jacqueline Edwards	Program Assistant	Public Health
Hillsborough County Sheriff's Office	Capt. Christi Esquinaldo	Captain	Law Enforcement
Institute of Police Technology and Management	Kyle Clark	Assistant Director, Training	Education
	Darrell Edmonds	DRE Coordinator	Education
Jacksonville Sheriff's Office	Officer Luis Lopez	Officer	Law Enforcement
Lake Alfred Police Department	Chief Art Bodenheimer	Police Chief	Law Enforcement
Law Enforcement Liaison	Juan Cardona	Law Enforcement Liaison	Law Enforcement
Mothers Against Drunk Driving (MADD)	Dave Pinsker	Statewide Executive Director	Public Health/Interlock
Office of the Attorney General	TBD		Prosecution
Seminole Tribe	Richard Smith	Administrative Assistant	Law Enforcement
State Attorney's Office Sixth Judicial Circuit	TBD		Prosecution/Probation
State Attorney's Office 17th Judicial Circuit	Garett Berman	Assistant State Attorney	Prosecution

Appendix B: Florida Impaired Driving Coalition Membership Directory

Department/Agency/Organization	Name	Title	Discipline
Tallahassee Police Department	Officer Andy Meresse	DUI/Traffic Safety Programs Coordinator	Law Enforcement
Traffic Records Coordinating Committee	Melissa Gonzalez	TRCC Coordinator	Data & Traffic Records
Traffic Safety Resource Prosecutor (TSRP)	Vincent Petty TBD	TSRP	Prosecution Prosecution
Trial Court Judge	Senior Judge Karl Grube	Senior Judge - Retired	Adjudication
University of Florida College of Medicine	Dr. Bruce Goldberger	Medical Director	Public Health
United States Navy	Olimpia Jackson	NAS Jax Security Department Training Staff Major	Military
University of Miami, Division of Toxicology	Dr. Lisa Reidy	Director and Assistant Research Professor	Science



Florida Impaired Driving Coalition Impaired Driving Strategic Plan Action Plan

Updated: 3/31/2017

GOAL 1: IMPROVE PROGRAM MANAGEMENT AND STRATEGIC PLANNING

Objective 1.1 Expand Impaired Driving Coalition membership to include, at minimum, representatives from the Prosecuting Attorneys and Judges Associations, the military, the Tribal Nations, education, and multi-cultural organizations.

Strategy 1.1.1 Gain membership through outreach to Florida Prosecuting Attorneys Association, Florida Conference of County Court Judges, military representative, Tribal Nations, Department of Education, and multi-cultural organizations.

1.1.2.a	Action Step Leader	Description	Status
	<i>Garrett Berman</i>	Outreach to the Florida Prosecuting Attorneys Association	<i>Completed, Nick Trovato represents FPAA.</i>
1.1.2.b	Action Step Leader	Description	Status
	<i>Judge Grube</i>	Outreach to the Florida Conference of County Court Judges.	<i>Completed, Judge Grube represents the conference.</i>
1.1.2.c	Action Step Leader	Description	Status
	<i>Juan Cardona, Kyle Clark, Kira Houge</i>	Reach out to military representative(s).	<i>Kyle Clark will follow up with Olympia to see if she can get authorization. Reached out to Ray's contact at the Federal Probation Courts and Coast Guard Reserves, who is working with supervisors for approval.</i>
1.1.2.d	Action Step Leader	Description	Status
	<i>Brett Railey, Ray Graves, Kira Houge</i>	Reach out to Tribal Nations contact.	<i>Complete, Richard Smith from the Seminole Tribe is participating on the FIDC.</i>

1.1.2.e	Action Step Leader	Description	Status
	<i>Danielle Branciforte, Dave Pinsker</i>	Reach out to the Department of Education.	<i>Danielle waiting to hear back from Jamie at Leon County School Board.</i>
1.1.2.f	Action Step Leader	Description	Status
	<i>Judge Grube, Brett Railey</i>	Reach out to multi-cultural organizations.	<i>Ongoing</i>

Objective 1.2 Develop a single repository for all impaired driving-related crash, citation, adjudication and treatment data that can be easily accessed by law enforcement, prosecutors, the judiciary, providers, and government agencies working to address driving under the influence.

Strategy 1.2.1 Create a one stop shop for traffic related data.

1.2.1.a	Action Step Leader	Description	Status
	<i>TRCC</i>	The TRCC will work to create a portal that streamlines the amount and number of traffic related data repositories.	<i>Ongoing</i>
1.2.1.b	Action Step Leader	Description	Status
	<i>FIDC</i>	The FIDC will communicate with the TRCC to identify other data sources and the needs of the FIDC stakeholders.	<i>Completed, presented to TRCC Dec. 2016.</i>

GOAL 2: IMPROVE PREVENTION

Objective 2.1 Enact legislation to make over-service grounds for license action.

Strategy 2.1.1 Work with local vendors and distributors to educate and inform them on over-service.

2.1.1.a	Action Step Leader	Description	Status
	<i>Andy Meresse</i>	Gain representation to the FIDC from the Department of Business Professional Regulations to help guide potential legislation.	<i>Completed, represented by Frank Franco.</i>

2.1.1.b	Action Step Leader	Description	Status
	<i>Frank Franco</i>	Work with Department of Business Professional Regulations to develop legislation to address over-service.	

Objective 2.2 Ensure that Community Traffic Safety Teams develop and implement strategies to address impaired driving by educating the teams about the extent and impact of impaired driving in their communities, and identifying opportunities to engage them in helping to address the problem.

Strategy 2.2.1 Engage communities throughout the state in addressing impaired driving issues.

2.2.1.a	Action Step Leader	Description	Status
	<i>Deputy Morrell / Sgt. Napoli</i>	Share the Hillsborough County program on partnering with local vendors and distributors on over-service throughout Florida.	<i>Will post on FIDC website when developed in 2017.</i>
2.2.1.b	Action Step Leader	Description	Status
	<i>Juan Cardona</i>	LELs reach out to local Community Traffic Safety Teams (CTST) to educate and inform them on opportunities they may have to address	<i>Ongoing</i>

GOAL 3: CRIMINAL JUSTICE SYSTEM

Objective 3.1 Enact a statute that increases the existing penalties for chemical test refusals.

Strategy 3.1.1 Enhance DUI refusal legislation.

3.1.1.a	Action Step Leader	Description	Status
	<i>Chief Railey</i>	Follow and track DUI refusal legislation	<i>Need a sponsor for legislation. AAA will look into. Create fact sheets and post on FIDC website once developed.</i>

Objective 3.2 Enact into law a requirement that will prevent the deferred prosecution programs from evading the administrative license suspension of at least 90 days for first-time offenders determined by chemical test(s) to have a blood alcohol concentration (BAC) at or above the State’s “per se” level or of at least 15 days followed immediately by a restricted, provisional, or conditional license for at least 75 days, if such license restricts the offender to operating only vehicles equipped with an ignition interlock.

Strategy 3.2.1 Support legislation that supports parameters of deferral programs in the state and centralizing the data for offenders who have already been in a deferral program.

3.2.1.a	Action Step Leader	Description	Status
	<i>Chief Railey/ Judge Grube</i>	Review best practices from other states that could be considered for legislative approval in Florida.	<i>Ongoing. Nick Trovato has a list of these programs and will distribute. A subcommittee was formed at the March 2017 meeting.</i>

Objective 3.3 Amend the Florida ignition interlock statute to comply with Fixing America’s Surface Transportation Act (FAST Act).

Strategy 3.3.1 Make ignition interlock mandatory for first time DUI offenders for at least 30 days.

3.3.1.a	Action Step Leader	Description	Status
	<i>Chief Railey/ Ray Graves</i>	Review current laws and determine legislative needs to comply with NHTSA incentive.	<i>Continue to monitor legislation.</i>

Objective 3.4 Conduct regular Advanced Roadside Impaired Driving Enforcement (ARIDE) training classes that incorporate a refresher of the Standardized Field Sobriety Tests (SFST) and an introduction to drugs that impair driving.

Strategy 3.4.1 Incorporate the refresher version of the course in Florida that incorporates drug impaired driving.

3.4.1.a	Action Step Leader	Description	Status
	<i>DRE-Kyle Clark and Darrell Edmonds</i>	Conduct revised ARIDE/SFST courses.	<i>Ongoing</i>

Objective 3.5 Implement a standardized web-based reporting system for impaired driving arrest reports that requires one-time entry of data to automatically populate all required forms.

Strategy 3.5.1 Bring together to review and develop a one-time entry of data to populate all required forms.

3.5.1.a	Action Step Leader	Description	Status
	<i>DHSMV/ Ray Graves</i>	DHSMV review the feasibility and needed stakeholders to develop this system.	<i>Pending DHSMV creating a new system.</i>

Objective 3.6 Enact legislation to include all drugs on the Federal schedule of controlled substances under Title 21 of the Federal Food, Drug, and Cosmetic Act on the Florida controlled substance list.

Strategy 3.6.1 Amend current legislation to adopt DEA schedule.

3.6.1.a	Action Step Leader	Description	Status
	<i>Judge Grube</i>	Review and draft appropriate language to amend current legislation to incorporate Title 21.	<i>Pending until website is developed.</i>

Objective 3.7 Establish and fund an impaired driving committee at the Florida Prosecuting Attorneys Association (FPAA) to develop strict policies on deferral programs and plea negotiations in impaired driving cases.

Strategy 3.7.1 Establish an impaired driving subcommittee on the FPAA.

3.7.1.a	Action Step Leader	Description	Status
	<i>Nick Trovato</i>	Reach out to FPAA to develop an impaired driving subcommittee.	<i>Awaiting response from FPAA.</i>

Objective 3.8 Establish a uniform case numbering system by working with the court agencies.

Strategy 3.8.1 Request state Supreme Court work with clerks of court to develop a uniform case numbering system.

3.8.1.a	Action Step Leader	Description	Status
	<i>Danielle King/ Judge Grube</i>	Reach out to state Supreme Court to discuss the development of the system.	<i>Not started</i>

Objective 3.9 Conduct a study of factors influencing Florida’s high rate of refusal under the implied consent law.

Strategy 3.9.1 TBD

3.9.1.a	Action Step Leader	Description	Status
	<i>TBD</i>		<i>Not started, table until after legislative session to determine if proposed legislation passed.</i>

Objective 3.10 Collect drug impaired driving data on state crash form

Strategy 3.10.1 Request adjustment to state crash form to specify the collection of specific drug impairment data.

3.10.1.a	Action Step Leader	Description	Status
	<i>Bureau of Records Chief/ DHSMV/ Ray Graves</i>	Reach out to Bureau of Records to adjust crash form.	<i>In progress. Crash form is being updated to include drug impairment.</i>

GOAL 4: COMMUNICATION PROGRAM

Objective 4.1 Develop a year-round, data-driven, strategic, and tactical communications plan to increase public awareness of the State’s focus on detecting, arresting, and convicting impaired drivers through sustained high-visibility enforcement and share it with all partners to solicit their buy-in and support.

Strategy 4.1.1 Develop a comprehensive multi-pronged approach to communicate to the public and impaired driving stakeholders the importance of driving sober.

4.1.1.a	Action Step Leader	Description	Status
	<i>Impaired Driving Program Manager/ Kira Houge</i>	Develop an impaired driving strategic communications plan.	<i>In progress.</i>

4.1.1.b	Action Step Leader	Description	Status
	<i>Impaired Driving Program Manager/Kira Houge</i>	Develop and implement a standalone FIDC website that will serve as a one stop shop resource for Florida's impaired driving stakeholders and the public.	<i>In progress. Working with Cambridge Systems to develop the website. Mock-up was shown at March 2017 meeting.</i>
4.1.1.c	Action Step Leader	Description	Status
	<i>Juan Cardona</i>	Promote high-visibility enforcement initiatives to counter impaired driving.	<i>Ongoing</i>

GOAL 5: IMPROVE THE SCREENING, ASSESSMENT, TREATMENT AND REHABILITATION SYSTEM IN FLORIDA

Objective 5.1 Require a substance abuse assessment as a condition of deferral for driving under the influence (DUI) offenders.

Strategy 5.1.1 TBD (Per Helen and Judge Grube this may already have been completed.)

5.1.1.a	Action Step Leader	Description	Status
	<i>Helen Justice</i>		<i>Completed</i>

Objective 5.2 Conduct a thorough statewide assessment of the flow of driving under the influence (DUI) cases from arrest to completion of treatment.

Strategy 5.2.1 Compare arrests for DUI to DUI convictions and completion of treatment.

5.2.1.a	Action Step Leader	Description	Status
	<i>Ray Graves/ Bureau of Motorist Compliance</i>	Pull data from Centralized Database System (CDS) of offenders who complete or failed to complete the program.	<i>Completed</i>
5.2.1.b	Action Step Leader	Description	Status
	<i>DHSMV-Felecia Ford</i>	Pull data on reasons for invalidating suspensions.	<i>Ongoing, give update at future meetings</i>

GOAL 6: PROGRAM EVALUATION AND DATA

Objective 6.1 Update the Traffic Safety Information System Strategic Plan to address the need for data linkages and integration, data dictionaries, and data formats for various data files used to address highway safety issues including impaired driving crashes, fatalities, and injuries.

Strategy 6.1.1 Improve current drug impaired driving statistics available for analysis.

6.1.1.a	Action Step Leader	Description	Status
	<i>Chief of the Bureau of Records/ DRE (Kyle Clark)</i>	Collect and report all drug impaired driving data currently available to FIDC from crash reports and citations.	<i>Ongoing. Appriss/Fire system presented to the FIDC in Aug. 2016.</i>

Objective 6.2 Streamline and create electronic reporting methods to improve timeliness, accuracy, completeness, uniformity, integration, and accessibility

Strategy 6.2.1 Utilize an electronic form of the DRE face sheets that are submitted to the national database.

6.2.1.a	Action Step Leader	Description	Status
	<i>DRE-Kyle Clark</i>	Develop an electronic method of moving DRE reporting from paper to electronic form.	<i>Started. Working on a software solution that brings us closer to real time data through electronic DRE reporting.</i>