



Florida Impaired Driving Coalition

Meeting Report

November 7-8, 2022

Prepared for:

Florida Department of Transportation

Prepared by:

Cambridge Systematics, Inc.



1.0 Attendees

The participants in the November 7 & 8, 2022 Florida Impaired Driving Coalition (FIDC) meeting are listed below.

Name	Agency Represented	Attendance
Anne Rollyson	Florida Safety Council	X
Sgt. Anthony Palese	Florida Highway Patrol (FHP)	
Chief Art Bodenheimer	Lake Alfred Police Department	X
Sgt. Ben Shaw	Jacksonville Sheriff's Office	X
Brandy Howard	SunCoast Safety Council	X
Dr. Brett Kirkland	Florida Dept. of Law Enforcement, Alcohol Testing Program (FDLE, ATP)	
Chief Brett Railey	Florida Police Chiefs Association	
Lt. Channing Taylor	Florida Highway Patrol (FHP)	X
Chris Craig	Florida Dept. of Transportation, State Safety Office (FDOT-SSO)	X
Chris Earl	Florida Safety Council	X
Chrystal Williams	Florida Dept. of Health, Office of Medical Marijuana Use (FDOH, OMMU)	
Cpl. Daniel Darren	Collier County Sheriff's Office	
Dennis Siewert	Florida Dept. of Law Enforcement, Toxicology (FDLE, Toxicology)	
Chief David Ennis	Retired Chief of Police	X
Delton Perry	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	
Ellen Snelling	Tampa Alcohol Coalition	
Elvia Marcus	Miami-Dade County State Attorney's Office	
Ernie Bradley	Florida Dept. of Transportation, State Safety Office (FDOT-SSO)	X



Name	Agency Represented	Attendance
Geoff Luebkeemann	The Florida Restaurant & Lodging Association / Regulatory Compliance Services, Inc.	
Helen Justice	DUI Counterattack, Hillsborough, Inc.	
Sgt. Hugh Gross	Hillsborough County Sheriff's Office	
Isabel Perez-Morina	Advocate Program, Inc./Florida Association of Community Corrections	X
DS. John Howard	St. Johns County Sheriff's Office	
Jon Askins	Institute of Police Technology and Management (IPTM)	
Juan Cardona	Institute of Police Technology and Management (IPTM)	X
Kathy Jimenez-Morales	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	
Det. Kevin Millan	Miami Beach Police Department	X
Kyle Clark	International Association of Chiefs of Police (IACP)	X
Larry Coggins	Mothers Against Drunk Driving (MADD)	X
Dr. Lisa Reidy	University of Miami, Division of Toxicology (UM-Toxicology)	
Lora Hollingsworth	Florida Dept. of Transportation, State Safety Office (FDOT-SSO)	
Malcom Osteen	United States Probation/United States Coast Guard (Reserve)	
Marcie Padron	Orange County Sheriff's Office	
Lt. Col. Mark Brown	Florida Highway Patrol (FHP)	
Sgt. Mark Eastty	Pinellas County Sheriff's Office	
Mary Lewis	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	X
Sgt. Matthew Rosenbloom	Pasco County Sheriff's Office	
Melissa Valido	Students Against Destructive Decisions (SADD)	



Name	Agency Represented	Attendance
Mike Zinn	Florida Dept. of Transportation, District 7 (FDOT-D7)	X
Lt. Michael Marden	Lake County Sheriff's Office	
Nicholas Tiscione	Palm Beach County Sheriff's Office	X
Capt. Rachel Bryant	Florida Fish and Wildlife Conservation Commission, Division of Law Enforcement, Boating and Waterways Section, Statewide Boating Safety Unit (FWC)	
Ray Graves	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	
Richie Frederick	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	
Ross Weiner	Broward State Attorney's Office	X
Sgt. Ryan Clifton	Broward Sheriff's Office	
Shayla Platt	Florida Dept. of Law Enforcement, Alcohol Testing Program (FDLE-ATP)	
Spencer Hathaway	7th Judicial Circuit State Attorney's Office	
Stephen Talpins	Miami-Dade County State Attorney's Office	
Theresa Chestnut	Florida Dept. of Transportation, District 1 (FDOT-D1)	X
Thomas Graham	Florida Dept. of Law Enforcement, Alcohol Testing Program (FDLE-ATP)	
Tim Cornelius	Institute of Police Technology and Management (IPTM)	X
Tim Roberts	Institute of Police Technology and Management (IPTM)	X
Todd Schimpf	Florida Dept. of Health Office of Medical Marijuana Use (FDOH-OMMU)	X
Ofc. Tom Apsey	Seminole Police Department, Seminole Tribe of Florida	
Tom Moffett	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	
Vernon Howell	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	
Vin Petty	Tallahassee Community College, Florida Public Safety Institute (TSRP-FPSI)	X



Name	Agency Represented	Attendance
Capt. William Jarvis	Florida Dept. of Business and Professional Regulation, Division of Alcoholic Beverages and Tobacco, Bureau of Law Enforcement (ABT)	X
Hon. William Overton	Trial Court Judge	

Traffic Safety Partners

Name	Agency Represented	Attendance
Lorrie Laing	Cambridge Systematics (CS)	X
Natalie Wilson	Cambridge Systematics (CS)	X
Elizabeth Chedester	Center for Urban Transportation Research (CUTR)	
Olimpia Jackson	United States Navy	
Chanyoung Lee	Center for Urban Transportation Research (CUTR)	X
Ryan Huff	Center for Urban Transportation Research (CUTR)	X
Joe Pecchio	AAA	
Karen Morgan	AAA	
Matt Nasworthy	AAA	
Murray Brooks	SCRAM Systems	X
Dr. Patricia Byers	University of Miami Miller School of Medicine / Department of Surgery	
Sandy Ho	Great Bay Distributors	

Other Attendees

- Jeff Bacigalupi, LifeSafer Ignition Interlock

2.0 Meeting Notes – November 7, 2022

Welcome, Introductions, and Agenda

Kyle Clark, International Association of Chiefs of Police, (IACP) introduced himself and welcomed participants to the Florida Impaired Driving Coalition (FIDC) meeting and thanked everyone for joining. He facilitated a round of introductions and provided updates on the following items of interest happening nationally and what they mean for impaired driving.

He first mentioned that the impaired driving training curriculum is not yet ready due to contractor delays. The Advanced Roadside Impaired Driving Enforcement (ARIDE) pilot update is complete, the Drug Recognition Expert (DRE) pilot will be done this week and the Standard Field Sobriety Testing (SFST) will include dry lab videos. He also provided an update on the New Jersey vs. Olenowski court case, in which the reliability of DRE testimony was challenged by the defense bar and ACLU. Most notably, the court found that “the DRE protocol as a whole and its individual components are generally accepted in the scientific communities to which they belong, namely medicine and toxicology. The State has clearly established that the Frye Standard for admissibility has been met.” Kyle also provided updates on new detection technology, and the August 2022 Impaired Driving and Traffic Safety Conference (IDTS) and October 2022 International Association of Chiefs of Police (IACP) Technical Advisory Panel (TAP) Annual Meeting, a new roadside survey for 2024, and an increase in interest for a marijuana breathalyzer.

Kyle then gave an overview of the agenda and introductions before moving on to the next agenda item.

FIDC Strategic Action Plan Update – Reviewing Outstanding Actions

Lorrie Laing, Cambridge Systematics (CS), led the review of the coalition’s outstanding actions from the current strategic plan. She asked the coalition members to identify what actions have been done and are finished or need to be carried over to the next plan for an update or annual review. Chris Craig and Ernie Bradley, Florida Department of Transportation (FDOT), provided context and clarification when needed. The coalition provided feedback on each action step in the current FIDC Action Plan. Follow up action items are bold, italicized, and underlined.

Participants had the following questions and comments:

Completed Actions

- For DUI Diversion Best Practices, the coalition decided an annual review would be best, as these will keep evolving as new best practices emerge. The members agreed that an annual review should occur at each third quarter meeting, because the third quarter meeting tends to fall either towards the end of or after the conclusion of the state legislative session. At that time the coalition will know of any new relevant legislation or amendments that have passed.
- Model language for the DUI, refusal, and blood warrants should also be reviewed annually. Finalizing these reviews in May will ensure there is enough time before the next legislative session to update the

existing model language if needed. The coalition will discuss ideas for the model language annually in Quarter 4 of the current year and Quarter 1 of the next fiscal year.

- Murray Brooks, SCRAM Systems, asked if the coalition wanted to continue using the term diversion best practices, or use something like minimum standards instead. Kyle Clark responded that the coalition should update the language.
- **The language will be changed on the coalition website, updating the term DUI Diversion Best Practices.**
- **CS will conduct a deep dive on the National Highway Traffic Safety Administration (NHTSA) rules so the language can be updated properly.**
- The linking of citation and court case numbering action step is done, and no further action is necessary.

Ongoing Actions

- The coalition decided all ongoing action steps should be carried over to the next plan. These included increasing membership within the areas of treatment, rehabilitation, and tribal representatives. This also included collaborating with other statewide coalitions, and annual updating the impaired driving fact sheet, electronic face sheet, and DUI forms.
- The coalition supported collaborating with the Florida Association of Community Corrections (FACC) which includes community corrections specialties that work in areas such as juvenile justice, substance abuse, residential programs, pre-trial services, diversion programs and victim services. Their membership also includes staff from correctional agencies such as the Florida Department of Juvenile Justice, Florida Department of Corrections, U.S. Probation, a number of Sheriff Offices, as well as various private, providers of substance abuse and other rehabilitative services. FACC provides information and training to these community corrections specialties. Isabelle Perez-Morina, Advocate Program, Inc./FACC, proposed a collaboration with the FIDC, FACC, and training officers to provide information, data, and training in a webinar panel format on what the coalition does and relevant issues. Including other organizations, like MADD, in this training was also discussed.
- The Communications Plan needs to be updated to be more detailed and reflect all work done in Florida's communications and outreach effort in response to the assessment recommendation.

Incomplete Actions

- The coalition discussed what action steps had stalled or what needs to happen for the action step to continue.
- The current FIDC over service model language was determined to be a nonissue due to the way the statute is written and was dropped as an action step. Outreach and training will be continued, however, William Jarvis, ABT, observed that the over service message is not working in getting through to business owners; he suggested offering incentives to businesses for taking and enforcing the trainings. The coalition discussed developing some materials on service standards training that incentivize business owners to participate through lowered insurance. Chris Craig, FDOT, offered the idea of

reaching out to the vendors to enforce overservice standards and make it worth the vendors time with incentives.

- The development of toxicology standards to enhance the testing capabilities of Florida labs has not yet started. The original action was to draft a white paper on the results of what is currently being used. The coalition would also like to administer a survey to the labs.
- The 24/7 Sobriety Pilot Program received NHTSA funding, but Chris Craig reported they could not find a law enforcement agency willing to pilot it. This action will be included in the next plan because it currently is slated for future NHTSA funding cycles. The idea came up to add other types of impairments. Ernie Bradley, FDOT, asked Todd Schimpf, OMMU, if he knows of any conversations within FDOH on what they might be working on related to addressing the rising opioid issues statewide or if he had a contact the coalition could reach out to for discussions on ways to expand the 24/7 program to be multi-substance.
- The coalition decided to suspend its alcohol exclusion law efforts.
- Another ongoing action step is studying the impacts of Diversion Programs on DUI citations, fatalities, and serious injuries. The goal for this project is to determine if the reason for high DUI recidivism rates is linked to the diversion programs or it is linked to officer enforcement practices. Chanyoung Lee, CUTR, started this project, but found it difficult to track diversion program data and subsequently suspended his work on the project for the time being.
 - It was reported that many law enforcement agencies have lost interest in the use of the diversion program due to their local state attorney offices dropping cases and the fact there is no standardized set of criteria for diversion, leading to the programs experiencing frequent changes in the qualifications for offender entry. The coalition agreed to work on diversion perception, starting with a collaboration with law enforcement agencies to better understand their point of view. The coalition also wants to provide these law enforcement agencies with further evidence demonstrating what has been seen nationwide, that being that diversion programs are both play a vital role in the reduction of DUI recidivism rates and crucial to the success of addressing DUI within a community.
 - The coalition wants to know what specific criteria has changed within these programs and what level of funding is needed for a successful program. There was also a suggestion of comparing each diversion program with how it was prior to implementation, rather than comparing individual programs as the standards/criteria can differ greatly from program to program; however, it is good practice to aggregate this data to have a better idea of the specific standards/criteria being used. It was noted that diversion is not a requirement of state statute.
- The coalition agreed to keep the tracking law enforcement training (SFST, ARIDE, DRE) action step in the next plan.

SCRAM Systems Overview

Murray Brooks, SCRAM Systems, gave an overview of the technology and programs their company offers. He explained that SCRAM Systems has created an alcohol-based program/monitoring consisting of a continuum ranging from low to moderate to high-risk levels, this is used to dictate the appropriate level for their clients. The

highest risk levels include incarceration, a pharmaceutical injectable, or house arrest. The low-risk levels included installation of an ignition interlock device (IID), random testing, or twice a day testing. Moderate risk includes continuous alcohol monitoring through an ankle bracelet or alcohol biomarkers. Remote breath testing is currently in use within some diversion programs in the state; this goes above and beyond the required sanctions imposed by a DUI conviction under current state statute. SCRAM's continuous monitoring uses infrared technology placed against the skin to measure transdermal alcohol concentration (TAC). SCRAM is also capable of identifying if any attempts were made by the client to tamper with or circumvent these processes. The continuous alcohol monitoring captures the excretion of alcohol through the skin, which represents approximately one percent of the ingested alcohol at a given time. There is a lag time between blood alcohol concentrations and TAC, where the skin's alcohol content is a couple hours behind the blood's content. Multiple levels of confirmation protocols are in place both for identifying a drinking episode and any potential tampering of the device. As a result of using SCRAM, 88 percent of participants reported it deterred them from drinking.

SCRAM recently merged with LifeSaver Ignition Interlock, an IID manufacturer available in Florida. Murray introduced Jeff Bacigalupi, LifeSaver, who discussed the effectiveness of probation if monitored correctly with good case management. Their IIDs cost between \$80 to \$200 to install, depending on the vehicle, and costs \$90 a month for use of the device. Like other IIDs, their system requires a pre-start test, and then additional tests at random intervals while driving. These tests require the driver to exhale and hum during the test. If a person has three failed tests, the system will lock them out from driving. LifeSaver reaches out to clients with flyers at courts, DUI schools, and in diversion programs.

FIDC Strategic Action Plan Update – Reviewing Key Assessment Recommendations

Next, Lorrie Laing reviewed the key recommendations from the recent NHTSA impaired driving assessment and asked the coalition which recommendations should be addressed in the next strategic plan.

Program Management and Strategic Planning Recommendations

Coalition Membership – Tribal representation is desirable, however due to the retirement of the previous coalition tribal representative this roles has been vacant, but the coalition has been looking for a replacement. The coalition is also searching for a treatment representative. After discussion, it was recommended that a representative from the Florida Alcohol and Drug Abuse Association (FADA) was preferred to become involved to provide this perspective.

- **Anne Rollyson, Florida Safety Council offered to reach out to FADA about joining the coalition.**
- **Isabelle Perez-Morina suggested and offered to assist with getting more probation representatives on the coalition.**

Strategic Planning - The coalition agreed to update the Impaired Driving Strategic Plan every 3 years. In addition, the coalition recognized the need to develop a visual representation of the full impaired driving countermeasures system as it would be helpful in identifying gaps, ensuring that the appropriate entity/organization/agency is being engaged, and assist in demonstrating the value of any potential proposed model language designed to strengthen the state's DUI statutes.



Participants had the following questions and comments:

- Chris Craig mentioned that there are examples from other states who have done this visual representation and it maps out what occurs in the DUI process from start to finish.
- **CS will find other states visual representations as examples to show the group.**

Program Management - The coalition discussed the recommendation to establish a state Judicial Outreach Liaison (JOL). There is a NHTSA Regional JOL for Region 4, which includes Florida, but the coalition agreed a Florida specific JOL with the appropriate background and who is semi-retired is desirable.

Prevention Recommendations

Responsible Alcohol Service - The coalition will be drafting Dram Shop model language (holding establishments liable for over-service) to be posted to the FIDC website for the specific purpose of providing coalition reviewed and recommended updates to current state statute language to reference an "obviously intoxicated person". For social host model language (holding individuals responsible for over-service), there is already a statute (FL St 856. 015.) for enforcement.

Participants had the following questions and comments:

- Isabelle Perez-Morina suggested promoting training on the consequences and reaching out to the Florida Parent Teacher Association (PTA) about the training and consequences.
- The coalition also wants to identify way to increase the usage of over-service signage in establishments serving alcohol.
- FDOT will research impaired driving signage to determine if it is already required.

Community-Based Programs - The coalition wants to focus on Drug Impairment Training for Educational Professionals (DITEP) because the curriculum is ready to go. FDOT will promote the curriculum, but due to NHTSA funding limitations, they cannot not fund the use of DITEP. FDOT will looking into other funding sources.

Participants had the following questions and comments:

- Chris Craig recommended looking for other federal grant funding.

Researching the costs and potential funding sources for the DITEP class will be included as a FIDC action step for future follow-up.

Employer Based Prevention Programs - Currently, Employer Drug Impairment Training is being piloted. The course may help supervisors identify potentially drug-impaired employees and intervene before they operate a vehicle of other heavy machinery. FDOT wants to promote the use of these trainings. The coalition will assist in writing articles for newsletters that can be provided to businesses.

Participants had the following questions and comments:

- Anne Rollyson, Florida Safety Council, suggested that the department over workplace safety could work with employers. This would be the Florida Department of Financial Services, as they are over the workplace safety program for the state.



Criminal Justice System Recommendations

Laws - The coalition decided no further action on this recommendation is necessary at this time.

Enforcement - The coalition wants to conduct a comprehensive review of the Ignition Interlock Device (IID) program to identify trends, successes, and areas for improvement. A role call video to assist officers with IIDs was discussed; it was decided that searching for roll call videos that have already been created would be the first choice for this action step in the next plan.

In addition, the coalition agreed to add increasing high-visibility enforcement (HVE) and checkpoints as an action step, and to start capturing related data for tracking in the next plan. In addition, the coalition wants to continue adding additional breath test devices in law enforcement vehicles statewide.

The coalition tabled the recommendation for law enforcement phlebotomists until blood draws becomes a more viable option for DUI enforcement as there are currently statutory limitation hindering blood draws. To assist with the tracking of law enforcement training and ensure the most up-to date materials are being used, the idea of providing SFST, ARIDE, and DRE class course manuals was viewed favorably by the coalition members and will be added as an action step to the plan.

Participants had the following questions and comments:

- **FDOT will conduct research to see if an ignition interlock review already exists, and if it does, they will adapt/promote the trends and improvements for Florida.**

Prosecution - The coalition agreed it appears Florida has achieved the limit of interest in DUI courts. Although funding is available to start a DUI Court, there has not been a jurisdiction without a DUI Court which has shown an interest in establishing one, at least not to the coalition's knowledge. This item was not added as an action step for the next plan. The assessment recommendation to create a DUI diversion data repository may be accomplished through a project currently being worked on by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV), this will be included as an action step in the next plan.

Communication Program Recommendations

Marketing and Communications Plan - The assessment recommended the expansion of the Impaired Driving Marketing and Communications Plan to report on all work done in the area of communications and outreach efforts. FDOT agreed and will work with CS and their media contractor to expand future plans.

An additional recommendation was to enhance the management and implementation of the communications and outreach programs through the use of census tract data that includes race, ethnicity, and languages of the communities across Florida. Census tract data in Florida is not currently usable, but the coalition agreed that adding the goal of creating perception of risk in medial activities regarding detection, prosecution, and adjudication may be an action the state could meet with the launch of the upcoming prevention resource center.

Participants had the following questions and comments:

- Chanyoung Lee, CUTR, explained there are ways to match American Community Survey (ACS) data with crash data to synthesize information and he could try this analysis.



The coalition agreed to add action steps to focus on both drug and alcohol impairment, and to continue messaging targeted to encourage designated drivers. The coalition will consider using tip cards or the fatal vision message to increase the perception of risk in media activities. The communications will focus on both drug and alcohol impairment; tip cards for drug-impaired driving will be developed. They also want an action step to research other states' marketing campaigns for marijuana impairment to see if similar messaging would be good for marijuana impaired driving campaigns for Florida.

Alcohol and Other Drug Misuse: Screening Assessments, Treatments and Rehabilitation - Investigating the accessibility for DUI programs to access criminal background checks for offenders was discussed as an important component in identifying offender risks and the need for treatment, and an action step will be added to the next plan.

Participants had the following questions and comments:

- On the action step regarding screening and brief intervention at all primary healthcare facilities, Isabelle Perez-Morina suggested Florida's Clerks of Court Comprehensive Case Information System (CCIS) access for DUI probation.

Program Evaluation and Data Recommendations

It was determined that a geographic outcome analysis to identify behavioral change from outreach programs is not very feasible because it is difficult to measure change based on the differences between programs. The coalition agreed to investigate the state-to-state verification system which may be underway through the FLHSMV. DUI tracking is another desired component of the FLHSMV system and is underway.

Participants had the following questions and comments:

- Chris Craig explained that FLHSMV already has the funding to develop this. The coalition also discussed that USF may be able to assist with evaluating the geographic outcomes to identify behavioral change as the result of anti-DUI communications efforts.

Public Comment Period

There were no public comments.

Wrap up and Next Steps

Lorrie Laing explained that Day 2 activities would include a review of proven impaired driving countermeasures and of all the proposed actions for the next plan again to determine what is actually feasible and valuable for the next action plan.

3.0 Meeting Notes – November 8, 2022

Recap of Day 1

Kyle Clark welcomed participants and thanked them for attending Day 2 of the FIDC meeting. Kyle gave a detailed recap of Day 1 and reviewed the actions the coalition had agreed to include in the next plan. Lorrie Laing reviewed the Day 2 agenda and led the discussion on impaired driving proven countermeasures.

Proven Countermeasures

Lorrie Laing introduced the NHTSA document Countermeasures That Work (10th Edition) and their 5-star rating system used to identify the effectiveness of each countermeasure which is based upon information and research studies. The countermeasures are divided into seven sections. Lorrie reviewed the tables associated with each section which lists the specific countermeasures and summarizes their effectiveness, costs, use, and implementation time. She asked the coalition to review the countermeasures and decide if they wanted to keep, add, or delete any countermeasure in the next plan after reviewing the information provided. Following are the countermeasures by section and the coalition's input regarding each:

Deterrence: Laws - Florida already has all of the listed laws.

Deterrence: Enforcement - Coalition members explained that one of the countermeasures, preliminary breath test devices (PBT), are not permitted for DUIs in Florida, with the exception that they can be used for teens and truck drivers. Most other states do allow PBTs, but the law enforcement officers in the room agreed that there are other ways to detect impairment and PBTs are not necessary. The coalition concluded that PBTs may be good for training but not necessary for enforcement.

Deterrence: Prosecution and Adjudication -The coalition discussed the court monitoring countermeasure; all were interested in increasing court monitoring, but more funding is needed before this can happen. There was consensus that court monitoring is very effective, as half the states in the nation do court monitoring to a degree, but in Florida it is not feasible to rely on volunteers, so it is difficult to keep the program going without additional funding.

Deterrence: DUI Offender Treatment, Monitoring and Control – These countermeasures sparked a discussion about the cost of the monitoring programs. It was noted that if the offender cannot afford the class, treatment, or monitoring then they have no viable way to participate. Cost is the primary barrier to entry. However, some treatment facilities offer partial payments. One suggestion was for a first-time offender fee waiver. Building on that, it was suggested to research how often first-time offenders can't afford treatment or monitoring. A final suggestion was to have a fund or voucher system towards Interlock devices. As a result of this conversation, it was recommended that an action step be added to the plan to research if/how other states might be funding vouchers or providing waivers because it is not allowable under NHTSA funding.

It was noted that, through law enforcement, the DUI Offender Monitoring countermeasure is well covered. NHTSA funding can be used to pay officers' overtime for the extra monitoring, fines can also be increased to go towards paying for officer overtime.

Prevention, Intervention, Communications and Outreach: Responsible Beverage Service - It was confirmed that NHTSA does not fund Responsible Beverage Service, which is listed as a proven



countermeasure, because this training falls under the purview of agencies like the Florida Department of Business and Professional Regulation's Division of Alcoholic Beverages and Tobacco and not local law enforcement agencies. As a result, it was decided to add the following action to the next plan: Create a best (or promising) practices or one pager guide for responsible beverage service, combined with training.

Prevention, Intervention, Communications and Outreach: Alternative Transportation - The coalition discussed what else can be done to promote this countermeasure. Promoting ride share apps like Uber and Lyft and taxi services to encourage alternative transportation was suggested. The Decide to Ride program which is promoted at stadiums in several Florida communities was also mentioned as an option. The program is a partnership between Anheuser-Busch, Uber and MADD that encourages everyone to plan ahead for a safe ride home before the evening begins. In addition, in some communities, AAA has a partnership with some towing companies who will tow the driver's vehicle and give them a free ride home for the person requesting the ride.

Participants had the following questions and comments:

- Chris Craig said the coalition would have to reach out to vendors because the state and FDOT cannot promote a private business.
- Chanyoung Lee suggested making sure the Safe Mobility for Life Coalition and aging road users know how to use ride share apps like Uber and Lyft.

Action steps suggested for this countermeasure include the following:

- Consider funding an ad vehicle wrap on law enforcement vehicles with an alternative transportation message.
- Create a resource page for communities on the different options for alternative transportation.

Note: On Day 1, the coalition agreed to continue content (in the Communications and Outreach Plan) targeted to encourage designated drivers.

Underage Drinking/DUI - The coalition discussed the percentage of Florida DUIs that are underage (6 to 8 percent). It was noted that education efforts when offenders are younger are easier than getting the message to resonate with older drivers. Action steps agreed upon for this countermeasure include the following:

- Look into Alcohol Vendor Compliance Checks.
- Explore an underage drinking and driving prevention pilot program in an area with a high number of violations. The message may need to be targeted to teen audiences.

Drug Impaired Driving – The coalition agreed to promote better messaging on the labels of medication and will consider the feasibility of encouraging labeling organizations or the pharmacy board to label the effects better on medications. Action steps agreed upon for this countermeasure include the following:

- Explore opportunities to enhance education about the impact of medications on driving.
- Communicate with Safe Mobility for Life about updating their website warning on the impact of medications on driving.



After the countermeasures conversation, Kyle Clark suggested the following action step:

- Create a master best practices guide or booklet of each member agency's accomplishments that would be applicable/implementable for other agencies or communities.

Participants had the following questions and comments:

- Chris Craig agreed this could be an opportunity for the coalition to create a master document to communicate best/innovative practices and suggested polling agencies for the information.

Institute of Police Technology and Management (IPTM) Presentation

Tim Cornelius, Florida DRE Coordinator, gave background information on the IPTM and their training. IPTM houses the Drug Recognition Expert (DRE) Program as well. The Drug Evaluation and Classification Program was created in the 70s with the Los Angeles Police Department and the DRE nationally evolved from this program. Their procedures survive constant legal challenges.

During a traffic stop, DREs are trained to identify different types of impairment, assess possible medical impairment, and identify what category the impairing substance belongs under. The DRE certification is obtained by completing the DRE certification course, with admittance to the course by application only and followed by the successful completion of a certification examination. This course requires a two-day pre-training course prior to a seven-day training course, with intense testing throughout. The DRE training covers indicators, the effects of impairing substances on the body, if the DRE is being called to assist an arresting officer, they are taught methods for interviewing the arresting officer and suspect, and report writing. It is a difficult process to receive the DRE certification and officers must recertify every two years. The highest category of violation is polysubstance category, meaning more than one type of impairing substance is in a suspect's system. The highest percentage of violations have been seen with cannabis. The presentation ended with a question about number of cannabis violations, not percentage. The number of cannabis violations is rising as well.

Impaired Driving Data Update

Chanyoung Lee gave a presentation that covered the question: How will Florida impaired driving be changed after COVID-19? The trends show impaired driving increased from 2014 to 2019, dipped slightly in the beginning of 2020, then jumped back up in 2021. This is a very concerning trend. There was a clear increase in alcohol and impaired driving fatalities during the pandemic. Usually, about 30 percent of the state's fatalities are impaired driving related; however, during the height of the pandemic related social distancing guidelines being in place, that percentage increased to about 35 percent. Traffic fatalities were highest for males and drivers aged 20-29-years-old, but females had a higher proportion of the impairment fatalities though they represented a smaller overall number. The biggest percent change during the pandemic affected 20–29-year-old females. This data shows that solutions can target certain age groups and genders for prevention. He suggested that prevention messaging should be different for the different ages and genders because they tend to have different BAC levels, crash and fatality rates. Chanyoung concluded his presentation with the following thoughts:

- Florida traffic fatalities soared to a record level
- Increased impaired driving in fatal crashes (until Q3 2021)
- Impaired driving trends by gender/age calls for different communication



- How will “Impaired driving in Florida” be different after COVID-19?
- The picture is incomplete (drugs, missing data, non-crash citation)

Public Comment Period

There were no public comments.

Wrap Up and Next Steps

Lorrie Laing concluded the meeting with an update on the Impaired Driving Strategic Action Plan. CS will draft preliminary action steps based on what is being carried forward from the existing action plan, and discussion from this meeting including actions related to the assessment recommendations. The draft action plan will be reviewed with the coalition at the March 2023 meeting. Lorrie also asked for ideas for future presentations at this meeting. Presentation suggestions included the Rural Economic Development Initiative (REDI), Office of Medical Marijuana Use, Colorado’s experience after marijuana became legal for recreational use and their related programs and projects (Glenn Davis, CO Highway Safety Office), a DUI school treatment provider, and/or the Occupant Protection Coalition report out. Future FIDC meeting information was given for the next year:

- FY22-23 Q2 Meeting (March 2-3, 2023) Location: Orlando
- FY22-23 Q3 Meeting (May 4-5, 2023) Location: Orlando (Tentative)
- FY22-23 Q4 Meeting (August 17-18, 2023) Location: Orlando (Tentative)

Adjourn

The coalition meeting ended at 12:00pm. Ernie Bradley will be sending out a survey to FIDC members to update their emphasis areas to match up more with how the emphasis areas were listed in the NHTSA impaired driving assessment.

Contact information for impaired driving questions:

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