

State of Florida

Impaired Driving Strategic Plan 2019 - 2021



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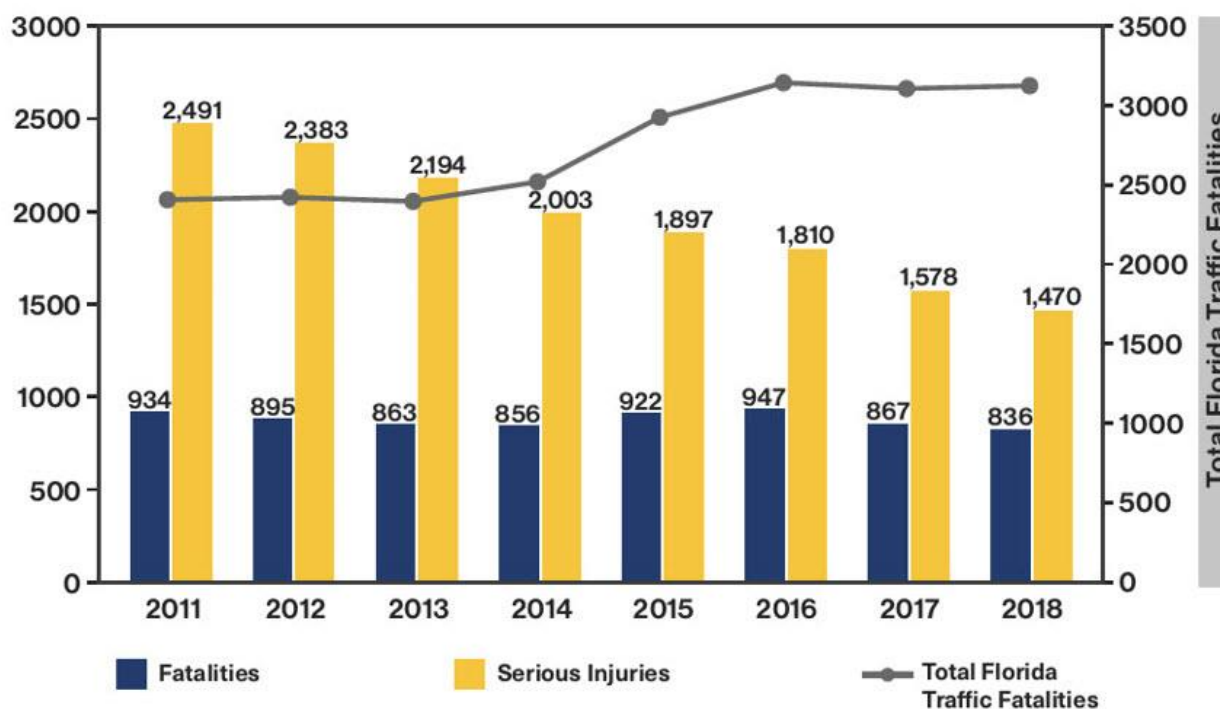
Table of Contents

| | |
|--|----|
| Executive Summary | 3 |
| 1.0 Introduction | 5 |
| 1.1 Strategies | 5 |
| 1.2 Effectiveness of the Program | 5 |
| 1.3 Florida’s Strategic Highway Safety Plan..... | 6 |
| 1.4 Problem Identification..... | 6 |
| 2.0 Program Management and Strategic Planning..... | 8 |
| 2.1 Strategic Planning..... | 8 |
| 2.2 Program Management | 8 |
| 2.3 Data and Records | 9 |
| 2.4 Communication Program | 9 |
| 3.0 Prevention..... | 10 |
| 3.1 Promote Responsible Alcohol Service | 10 |
| 3.2 Promote Transportation Alternatives..... | 10 |
| 3.3 Conduct Community-Based Programs | 11 |
| 3.3.1 Schools | 11 |
| 3.3.2 Employers..... | 11 |
| 3.3.3 Community Coalitions and Traffic Safety Programs | 12 |
| 4.0 Criminal Justice System | 13 |
| 4.1 Enforcement | 13 |
| 4.2 Prosecution | 14 |
| 4.3 Adjudication | 14 |
| 4.4 Administrative Sanctions and Driver Licensing Programs | 15 |
| 5.0 Communication Program | 16 |
| 6.0 Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation | 17 |
| 6.1 Screening and Assessment | 17 |
| 6.2 Treatment and Rehabilitation..... | 18 |
| 6.3 24-7 Sobriety Programs | 18 |
| 6.4 Monitoring Impaired Drivers | 18 |
| 6.5 Special Supervision | 19 |
| 6.6 Ignition Interlock Devices..... | 21 |
| 7.0 Program Evaluation and Data | 23 |
| 7.1 Program Evaluation..... | 23 |
| 7.2 Data..... | 23 |

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 with a blood alcohol concentration (BAC) of .01 or higher has slowly declined from 34 percent in 2012 to 30 percent in 2018 ([National Highway Traffic Safety Administration, NHTSA](#)). Over an eight-year period (2011 to 2018), the State of Florida has observed a steady decrease in the number of serious injuries from alcohol-involved crashes, with a reduction by over 1,000 serious injuries. Traffic crashes are considered to be alcohol-involved if the crash report data indicated that (a) the driver had a positive BAC, or (b) the responding officer indicated “suspected alcohol-use” of the driver in the report. The term “driver” refers to any operator of a motor vehicle, including motorcycles. Meanwhile, the number of alcohol-involved traffic crashes resulting in fatalities has fluctuated only slightly, remaining within a range of 800 to 950 fatalities over the same time span. However, it is notable that Florida had observed a continued decrease in alcohol-involved fatalities in the past two years. 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.

Alcohol-Involved Traffic Crashes, Florida (2011- 2018)



Source: FloridaDOT Crash Analysis Reporting System (CARS)

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 strives to meet quarterly but will meet a minimum of three times each federal fiscal year. The FIDC Charter is available as Attachment A.

The FIDC Membership List is available as Attachment B.

Florida's first Impaired Driving Strategic 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 as Attachment C.

Links to referenced documents, programs, policies, and legislation are available in Appendix A.

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 (DUI) of alcohol or impairing drugs (prescription or illicit). In Florida under statute 316.193, 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 following overarching strategies:

- 1.1 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.
- 1.2 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.
- 1.3 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

NHTSA provides guidance on the proven effectiveness of countermeasure programs in Countermeasures That Work: Ninth Edition, 2017 (CTW). The CTW citations below reference the programs that are being implemented in Florida, all of which can be found in CTW Chapter 1.

- Section 2: Enforcement (Pages 24-32)
- Section 3: Prosecution and Adjudication (Pages 33-39)
- Section 4: Deterrence: DWI Offender Treatment, Monitoring, and Control (Pages 40-50)
- Section 5: Prevention, Intervention, Communications and Outreach (Pages 51-58)
- Section 6: Underage Drinking and Alcohol-Related Driving (Pages 59-68)
- Section 7: Drug-Impaired Driving (Pages 69-74)

As the CTW is periodically updated, please visit the NHTSA [Highway Safety Grants Program's resources page](#) for the latest version.

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. Links to each coalition can be found on the FDOT State Safety Office's [Traffic Safety Coalitions website](#):

- Florida Impaired Driving Coalition
- Florida Lane Departure and Intersection Coalition
- Florida's Pedestrian and Bicycle Safety Coalition
- Florida Occupant Protection Coalition
- Motorcycle Safety Coalition
- Safe Mobility for Life Coalition
- Florida Teen Safe Driving Coalition
- Traffic Records Coordinating Committee (TRCC)
- 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 (FLHSMV) and NHTSA's Fatality Analysis Reporting System;
- Reviewing data from FLHSMV's [Uniform Traffic Citation Statistics Annual Report](#);

- Analyzing data from the FDOT [Highway Safety Matrix](#) prepared by the FDOT State 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 FLHSMV 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, FDOT Program Managers work with the Law Enforcement Liaisons and local community traffic safety teams to identify problems.

Random digit dialed telephone surveys are conducted annually in conjunction with the [Drive Sober or Get Pulled Over national NHTSA campaigns](#) to evaluate the effectiveness of the awareness programs and to determine the public attitude related to traffic safety issues in the State. The FDOT State Safety Office uses 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
- Program evaluation and data

The FIDC's charter, membership directory, and action plan can be found in Appendices. The action plan identifies the objectives, strategies, action steps (including an Action Step Leader for each step) for improving each of the system's components.

2.0 Program Management and Strategic Planning

Florida Impaired Driving Coalition

The 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.

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.

2.1 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 FIDC 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.



2.2 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 services are utilized to effectively manage the program between meetings. At all meetings, action step leaders report progress to the members and any necessary actions are discussed.

2.3 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 impaired driving.

2.4 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, ride-share programs, 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 members 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 members 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.

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 impaired driving 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 (SFST) training, DUI Instructor training, Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Marijuana Impaired Driving Recognition.

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.

Drug Recognition Expert Program

Major efforts continue to focus on training and community outreach to inform judges, prosecutors, 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 subgrant to offset the training expenses that agencies may not be able to afford. Currently Florida is at an all-time high of approximately 337 certified DREs in the state, as of fall 2019. 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.

4.2 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 utilizes a comprehensive program 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.

4.3 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 provides the opportunity for judges to enroll chronic DUI offenders in a 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 previously had a pilot program in Jacksonville with other circuits evaluating the success of the program and how they may work in their communities. The program goals were 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.

4.4 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
- 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 a prior refusal precedes the 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 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 used to 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, December, and other drinking holidays that increase awareness of and compliance with impaired driving laws and the consequences of failing to do so.
- 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 FIDC 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, and treatment referral services 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).

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 uses, 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 Code. 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 to 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. In 2017, a 24-7 Sobriety Program was piloted in the City of Jacksonville. The FIDC is currently evaluating other circuits to participate in the 24-7 Sobriety Program.

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 FLHSMV 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 FLHSMV. Violations result in loss of driving privileges. Tampering is a non-criminal infraction.

6.5 Special Supervision

A Voluntary Restricted License program under [FS 322.292](#)

The purpose of the program is supervision of 5-year, 10 year and permanent license revocations eligible for a business or employment purpose only license. This is required by DHSMV for restricted licenses, during revocation periods. Strictly a voluntary program.

Applicants must be evaluated and supervised by the DUI Program which serves the county in which the applicant resides, is employed or attends school unless the program of residence, employment or school attendance does not object to attendance at the program. Applicants must also have a hearing at a local Bureau of Administrative Review (BAR) office to determine their initial eligibility for a hardship license. If eligible, the applicant will be given a hearing letter and can proceed with enrolling in the program.

The goal of the program is to help ensure the individual with the revoked license, who has made significant lifestyle changes, will comply with Florida Statute [322.271](#), if found to be trustworthy enough to be granted the privilege of a restricted license.

Content of the program consists of:

- Extensive records collection including criminal, medical, and/or treatment.
- A two-hour psychosocial evaluation with a certified DUI Special Supervision Services (SSS) Evaluator.

- Follow-up interviews with a certified DUI SSS Evaluator for the duration of the revocation period.
- Alcohol and drug tests conducted randomly and unannounced.
- Self-help group attendance and/or treatment may also be required.

An applicant with a revocation of 5 years or less is eligible when:

1. Twelve (12) months have elapsed after the date the revocation was imposed as a prerequisite to admission into the program;
2. He/she has not driven within the twelve (12) months prior to reinstatement; and
3. He/she has not used any drugs for at least the past twelve (12) months. Drugs include alcohol and those so-called non-alcoholic beers or wines which contain less than .5% of alcohol. Consuming medication prescribed for others is considered abuse and shall warrant a negative recommendation for acceptance into the program or cancellation if already in the program. Drugs do not include medication taken according to directions for its intended medicinal purpose.

An applicant with a revocation of more than 5 years, except those under permanent revocation, is eligible when:

1. At least twenty-four (24) months have elapsed as a prerequisite to admission into the program;
2. He/she has not have driven within the twelve (12) months prior to reinstatement;
3. He/she has not have used any drugs for at least the past twelve (12) months. Drugs include alcohol and those so-called non-alcoholic beers or wines which contain less than .5% of alcohol. Consuming medication prescribed for others is considered abuse and shall warrant a negative recommendation for acceptance into the program or cancellation if already in the program. Drugs do not include medication taken according to directions for its intended medicinal purpose.

An applicant with a permanent revocation (convicted of 4 or more DUI's or first conviction for DUI Manslaughter), is eligible when:

1. At least 5 years have elapsed after the date of the last conviction or the expiration of 5 years after the termination of any incarceration;
2. He/she has not have been arrested for a drug related offense during the 5 years preceding the filing of the petition;
3. He/she has not have driven a motor vehicle without a license for at least 5 years prior to the hearing;
4. He/she has been drug-free for at-least 5 years prior to the hearing; and
5. He/she Has completed a DUI program licensed by the Department.

If approved for a hardship license, the license will be restricted to employment purposes only for not less than one year. Furthermore, IID requirements must be met in addition to SSSP eligibility for driver license reinstatement.

6.6 Ignition Interlock Devices

Section [316.193](#), Florida Statutes, requires ignition interlock device (IID) to be installed on the vehicles of certain persons convicted of DUI.

The ignition interlock program affects those arrested and convicted of DUI after July 1, 2002, upon eligibility of reinstatement for a permanent or restricted driver license. The IID is also required when a driver convicted of DUI applies for a restricted license for work or business purposes ([s. 322.271, F.S.](#)).

If a person is otherwise eligible, a driver license will be issued with a “P” restriction indicating an IID is required. The required time period for an IID begins on the day the “P” restriction is issued.

| DUI Conviction | Ignition Interlock Requirements |
|---|---------------------------------|
| First Conviction | If Court Ordered |
| First Conviction if 0.15 or minor in car | At Least 6 Months |
| Second Conviction | At Least 1 year |
| Second Conviction if 0.15 or minor in car | At Least 2 years |
| Third Conviction | At Least 2 years |
| Fourth or Subsequent Conviction | At Least 5 years |

Under the statute, DUI programs are the designated agencies that monitor interlock violations in Florida. The definition of a violation consists of the following:

- Any two breath tests above the 0.025 breath alcohol level upon initial startup of the vehicle.
- Any refusal to submit to a required rolling retest.
- Any retest above the 0.025 breath alcohol level.
- Any evidence of equipment tampering.

Additional requirements for IID violations are as follows:

1st Violation:

- Must report to the DUI program for a monitoring appointment.

2nd Violation:

- Must report to the DUI program for a monitoring appointment.
- Develop a Case Management Plan.
- Report monthly to the program for the duration of your IID time.

3rd or Subsequent IID Violation:

- Must report to the DUI program for referral to substance abuse treatment.
- Report to the DUI program for monthly monitoring appointments.
- Must complete substance abuse treatment, monthly monitoring with the DUI program, and the

duration of the IID is extended by one month for each subsequent violation beyond the third violation.

Drivers who are required to install an IID must contact one of the following providers for installation. The service providers listed below meet the requirements provided in [15A-9.007, F.A.C.](#), the National Highway Traffic Safety Administration Standards, and section [316.1938](#), Florida Statutes.

| Contracted Provider | Contact Information | Approved Devices |
|--------------------------------|---|---------------------------------|
| Intoxalock | 844-612-3952 https://www.intoxalock.com/florida/ | Model #: 1001A |
| ALCOLOCK | 866-837-8646 https://alcolockusa.com/locations/florida-ignition-interlock/ | Model #: Alcolock LR |
| Draeger - Nationwide Interlock | 800-880-3394 https://www.nationwideinterlock.com/ | Model #: Draeger Interlock 7000 |
| Smart Start | 800-880-3394 https://www.smartstartinc.com/ | Model #: SSI 2030 |
| LifeSafer | 855-527-1598 https://www.lifesafer.com/ | Model #: L250 |
| Guardian Interlock | 800-499-0994 https://www.guardianinterlock.com/ | Model #: AMS 2000 |

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:

- Identify impaired drivers
- Maintain a complete driving history of impaired drivers
- 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
- Provide timely and accurate driver history records to law enforcement and the courts

The FLHSMV, 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 (FIDC) 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 will work collaboratively to review strategies which have been proven effective in reducing the occurrence of Driving Under the Influence (DUI).

Purpose

The FIDC is a non-legislative, non-judicial, and non-executive body, that functions strictly in an advisory role to the state of Florida, with an emphasis on decreasing the instances of impaired driving statewide. It supports activities to improve prevention, laws, the legal system, the administration of justice, and community awareness of impaired driving issues in Florida, in addition to the treatment and rehabilitation of impaired drivers. This is accomplished through the development of model legislative language, the development of best practices, and analysis of Florida crash and citation data. 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.

Membership

The coalition is comprised of individuals who have expertise and familiarity with Florida-specific impaired driving related programs, infrastructure, and needs. Coalition members represent agencies and organizations at the national, state, and local level, law enforcement, judiciary, highway safety advocacy groups, alcohol and drug treatment, educators, and public health officials.

FIDC membership is on a voluntary basis, and members receive no compensation for services. All coalition members must be approved by the Florida Department of Transportation State Safety Office (FDOT) and the agency supporting the coalition subgrant.

All potential coalition members will be asked to complete a coalition application prior to membership status being considered. An application submission does not guarantee coalition membership.

FDOT will review membership applications and may approve membership based on individual qualifications, benefit, and to fill gaps in overall coalition representation.

Coalition members serve at the pleasure of FDOT and the agency supporting the coalition subgrant. Members may be dismissed and have their membership status revoked at any time with or without cause by either FDOT or the agency supporting the coalition subgrant.

Attachment A: FIDC Charter

Continued membership on the coalition will be based on:

- Attendance and active participation at a majority of the coalition meetings each year unless a designee has been identified or the absence is excused by FDOT.
- Active participation in any assigned FIDC subgroup(s).

Governance of the FIDC

FDOT oversees the coalition and subgrant activities.

The FIDC will meet at least three times a year. The year shall be the same as the federal fiscal year beginning October 1 and ending September 30.

FDOT will appoint a chair and vice chair from its membership based on representatives' ability and time commitments needed to drive down impaired driving related fatalities in Florida. The vice chair will serve as chair in the chair's absence. FDOT will appoint another chair or vice chair from its membership when the current chair or vice chair are unable to continue serving, or can no longer fulfill their duties.

Subgroups

The FIDC can create subgroups or technical task teams to perform the work of the coalition and can include representatives from any relevant entity that has an interest in or knowledge of impaired driving related issues. The chair of a technical task team must be a member of the FIDC. Technical task teams can meet as often as needed to perform the work assigned.



KYLE CLARK - CHAIR
Institute of Police Technology and Management

RAY GRAVES - VICE CHAIR
Florida Department of Highway Safety and Motor Vehicles

Current Members

| Name | Title | Discipline | Department/Agency/Organization |
|-----------------------|--|--|--|
| Anne Rollyson | Director of DUI and Behavior Management Programs | Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention | Florida Safety Council |
| Chief Art Bodenheimer | Police Chief | Criminal Justice System | Lake Alfred Police Department |
| Sgt. Ben Kenney | Sergeant | Criminal Justice System | Hillsborough County Sheriff's Office |
| Brandy Howard | Director | Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention | SunCoast Safety Council |
| Dr. Brett Kirkland | Retired Police Chief, Member IACP Highway Safety Committee | Criminal Justice System | Florida Dept. of Law Enforcement, Alcohol Testing Program |
| Chief Brett Railey | Program Manager, Alcohol Testing Program | Criminal Justice System | Florida Police Chiefs Association |
| Brittany Fox | Assistant State Attorney | Criminal Justice System | Second Judicial Circuit, Felony Division C |
| Carol Jolly | Florida DRE Coordinator | Criminal Justice System | University of North Florida, Institute of Police Technology and Management |
| Lt. Channing Taylor | District Lieutenant, Troop Watch Commander, DRE Agency Coordinator | Criminal Justice System | Florida Highway Patrol |
| Chris Craig | Traffic Safety Administrator | Program Management and Strategic Planning / Communications Program | Florida Dept. of Transportation, State Safety Office |
| Chris Earl | EMSTARS Project Manager | Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention | Florida Safety Council |
| Christy Crump | Director of Operations | Prevention | Florida Restaurant & Lodging Association |
| Darrell Edmonds | Online Training Coordinator | Criminal Justice System | University of North Florida, Institute of Police Technology and Management |
| Dennis Siewert | Crime Laboratory Analyst Supervisor | Criminal Justice System | Florida Dept. of Law Enforcement, Toxicology |
| Elvia Marcus | County Court Chief | Criminal Justice System | Miami-Dade State Attorney's Office |
| Ernie Bradley | Traffic Safety Program Manager | Program Management and Strategic Planning / Communications Program / Program Evaluation and Data | Florida Dept. of Transportation, State Safety Office |
| Helen Justice | Executive Director | Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention | DUI Counterattack, Hillsborough, Inc. |
| Isabel Perez-Morina | Chief Executive Officer/President | Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention | Advocate Program, Inc./Florida Association of Community Corrections |
| Juan Cardona | Criminal Justice System Liaison | Criminal Justice System | University of North Florida, Institute of Police Technology and Management |

Attachement B: FIDC Membership List

| Name | Title | Discipline | Department/Agency/Organization |
|-------------------------|---|--|---|
| Kathy Jimenez-Morales | Chief Counsel, Driver License | Criminal Justice System | Florida Dept. of Highway Safety and Motor Vehicles |
| Ofc. Kenneth Leedham | Officer | Criminal Justice System | Stuart Police Department |
| Det. Kevin Millan | Detective | Criminal Justice System | Miami Beach Police Department |
| Kyle Clark | Project Manager – DECP Eastern Region | Criminal Justice System / Program Management and Strategic Planning | International Association of Chiefs of Police |
| Larry Coggins | West Central Florida Executive Director | Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention | Mothers Against Drunk Driving (MADD) |
| Dr. Lisa Reidy | Director of Toxicology Lab and Assistant Research Professor | Criminal Justice System | University of Miami, Division of Toxicology |
| Lora Hollingsworth | Chief Safety Officer | Program Management and Strategic Planning | Florida Dept. of Transportation, State Safety Office |
| Magnus Hines | Chief Counsel, BAR | Criminal Justice System | Florida Dept. of Highway Safety and Motor Vehicles |
| Malcom Osteen | U.S. Probation Officer/Chief Warrant Officer | Criminal Justice System | United States Probation/United States Coast Guard (Reserve) |
| Marcie Padron | DUI Supervisor | Criminal Justice System | Orange County Sheriff's Office |
| Chief Mark Brown | Chief | Criminal Justice System | Florida Highway Patrol |
| Sgt. Mark Eastly | DUI Supervisor | Criminal Justice System | Pinellas County Sheriff's Office |
| Sgt. Matthew Rosenbloom | Sergeant | Criminal Justice System | Pasco County Sheriff's Office |
| Melissa Valido | Coordinator | Prevention / Communications Program | Students Against Destructive Decisions (SADD) |
| Lt. Michael Marden | Lieutenant | Criminal Justice System | Lake County Sheriff's Office |
| Nicholas Tiscione | Toxicology Unit Manager | Criminal Justice System | Palm Beach County Sheriff's Office |
| Nick Trovato | Assistant State Attorney | Criminal Justice System | Florida Association of State Prosecutors |
| Ray Graves | Chief, Bureau of Motorist Compliance | Program Management and Strategic Planning / Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Criminal Justice System | Florida Dept. of Highway Safety and Motor Vehicles |
| Richard Smith | Administrative Assistant Training Division | Criminal Justice System | Seminole Tribe |
| Richie Frederick | Program Manager | Program Evaluation and Data / Criminal Justice System | Florida Dept. of Highway Safety and Motor Vehicles |
| Sgt. Robert Hager | Sergeant | Criminal Justice System | Broward County Sheriff's Office |
| Cpl. Scott Parker | Corporal | Criminal Justice System | University of South Florida Police Department |
| Shayla Platt | Quality Assurance Manager | Criminal Justice System | Florida Dept. of Criminal Justice System, Alcohol Testing Program |
| Stephen Talpins | Assistant State Attorney, Chief of Staff | Criminal Justice System | Miami-Dade County State Attorney's Office |

| Name | Title | Discipline | Department/Agency/Organization |
|---------------------|---|-------------------------|--|
| Sgt. Tim Cornelius | Sergeant | Criminal Justice System | Collier County Sheriff's Office |
| Sgt. Tim Dempsey | Sergeant | Criminal Justice System | Indian River Shores Public Safety |
| Vernon Howell | Program Manager | Criminal Justice System | Florida Dept. of Highway Safety and Motor Vehicles |
| Vincent Petty | Traffic Safety Resource Prosecutor Program | Criminal Justice System | Tallahassee Community College, Florida Public Safety Institute |
| Lt. William Jarvis | Lieutenant, Bureau of Criminal Justice System | Criminal Justice System | Florida Dept. of Business and Professional Regulation |
| Sgt. William Weaver | Sergeant | Criminal Justice System | Orlando Police Department |

Traffic Safety Partners

| Name | Title | Discipline | Department/Agency/Organization |
|-----------------|--|--|---|
| Danny Shopf | Transportation Analyst | Program Management and Strategic Planning | Cambridge Systematics |
| Megan Cott | Program Assistant | Program Management and Strategic Planning / Program Evaluation and Data | Center for Urban Transportation Research |
| Nusrat Sharmin | Transportation Analyst | Program Management and Strategic Planning | Cambridge Systematics |
| Olimpia Jackson | NAS Jax Security Department Training Staff Major | Criminal Justice System | United States Navy |
| Chanyoung Lee | Program Director | Program Management and Strategic Planning / Program Evaluation and Data Communications Program | Center for Urban Transportation Research |
| Joe Pecchio | | Communications Program | AAA |
| Karen Morgan | | Communications Program | AAA |
| Matt Nasworthy | Florida Public Affairs Director | Communications Program | AAA |
| Murray Brooks | Southeast Account Manager | Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation | SCRAM Systems |
| TBD | | Prevention | Florida Dept. of Health Office of Medical Marijuana Use |

Last Updated: 06/17/2020



Florida Impaired Driving Coalition

Impaired Driving Strategic Action Plan

Last Updated 04/09/2020

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 military representative, Department of Education, and multi-cultural organizations.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|----------------------------|--|--|
| 1.1.1a | Juan Cardona Kyle Clark | Reach out to military representative(s). | Ernie will draft a formal invitation from the coalition for Malcom Osteen. Ray will follow up with his contact at Federal Probation Courts and Coast Guard Reserves (is working with supervisors for approval). |
| 1.1.1b | Group | Reach out to the Department of Education. | Chris Earl is working on scheduling a meeting with Orange County Superintendent. |
| 1.1.1c | Chris Craig | Reach out to multi-cultural organizations. | Will work on including local CTST representatives to the coalition. No interest from multicultural bureau Chief in Orlando in joining the coalition. |
| 1.1.1d | Vin Petty | Reach out for additional toxicological lab participation/representation. | Invitation sent to Chip Walls. Nick Tiscione agreed to participate. Nick and Lisa will reach out to Dennis Siewert. |

GOAL 2: IMPROVE PREVENTION

Objective 2.1: Draft model language 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.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|-----------------------|--|--------------------------------------|
| 2.1.1a | Frank Franco | Work with Department of Business Professional Regulations to draft model language to address over-service. | Complete. Available on FIDC Website. |

Objective 2.2: Develop a comprehensive multi-pronged approach to communicate with and inform vendors on the latest information related to their potential impact on impaired driving and the importance of driving sober.

Strategy 2.2.1: Engage local vendors and distributors to educate and inform them on over-service.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|-----------------------|---|---------|
| 2.2.1a | TBD | Work with Department of Business Professional Regulations on the distribution of educational material related to addressing over-service. | Ongoing |

Objective 2.3: 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 2.3.1: Engage communities throughout the State in addressing impaired driving issues. Improve collaboration and communication between the FIDC and the FDOT CTSTs.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|-------------------------------|---|---------|
| 2.3.1a | Juan Cardona Ernie Bradley | LELs reach out to local Community Traffic Safety Teams (CTST) to educate and inform them on opportunities they may have to address and support impaired driving in their communities. | Ongoing |

Attachment C: FIDC Action Plan

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|-----------------------|---|---------|
| 2.3.1b | Ernie Bradley | Distribute list of FDOT CTST coordinators to FIDC membership. | Ongoing |
| 2.3.1c | FDOT | Invite local FDOT CTST Coordinator(s) to each FIDC meeting. | Ongoing |

GOAL 3: CRIMINAL JUSTICE SYSTEM

Objective 3.1: Propose model language that increases the existing penalties for chemical test refusals.

Strategy 3.1.1: Draft model language for DUI refusal legislation.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|---|---|--------------------------------------|
| 3.1.1a | Chief Brett Railey Legal Representatives | Revise Refusal model language used previously and post on the FIDC website. | Complete. Available on FIDC Website. |

Objective 3.2: Support codification of a uniform statewide impaired driving diversion program, defining criteria for admission and successful completion, and limiting participation in specified cases involving aggravating factors including recidivism.

Strategy 3.2.1: Propose model language that includes parameters for deferral programs in the State and centralizing the data for offenders who have already been in a deferral program.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|----------------------------------|---|--|
| 3.2.1a | Chief Brett Railey Karl Grube | Review best practices from other states, e.g., Pennsylvania, Louisiana, Connecticut, and Mississippi, that could be considered for model language in Florida. | Completed, included in White Paper. Available on FIDC Website. |
| 3.2.1b | Karl Grube Nick Trovato | Communicate the list of best practices as they apply to Florida. | Included in White Paper. |

Attachment C: FIDC Action Plan

Objective 3.3: Review existing legislation for compliance with the impaired driving components of the FAST Act.

Strategy 3.3.1: Publicize the extent to which Florida currently complies with the impaired driving requirements of the FAST Act.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|---|---|----------|
| 3.3.1a | Chief Brett Railey Ray Graves Larry Coggins Chris Craig Ernie Bradley | Review current laws and determine legislative needs to comply with NHTSA incentive. | Ongoing. |

Objective 3.4: Establish a process to link the citation to the impaired driving court case.

Strategy 3.4.1: Work with the TRCC to encourage development of a process to link citations to the impaired driving court case numbering system.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|---------------------------------|--|-----------|
| 3.4.1a | Judge Karl Grube Chris Craig | Develop speaking points to present to the TRCC. | Complete. |
| 3.4.1b | Chris Craig | Follow up with FCCC to verify that search function was added to their tracking system. | Complete |

Attachment C: FIDC Action Plan

Objective 3.5: Ensure the accuracy of toxicology labs that meet minimum recommendations for the toxicological investigation of suspected drug-impaired driving cases and encourage standard toxicological screening for drug testing labs as recommended by Journal of Analytical Toxicology.

Strategy 3.5.1: Determine current abilities of Florida's toxicology labs to meet minimum recommendations for the toxicological investigation of suspected drug impaired driving cases.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|-----------------------|---|--|
| 3.5.1a | TBD | Identify toxicology labs being used for DUI enforcement cases and each lab's current capabilities and compare to minimum targets. | Being handled by another committee, outside of the FIDC. |
| 3.5.1b | TBD | Draft a white paper summarizing the results of the comparison of each lab with the minimum recommendations. | Being handled by another committee, outside of the FIDC. |

Strategy 3.5.2: Propose a standard toxicological screening for drug testing labs based on Journal of Analytical Toxicology standards.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|-----------------------|---|--|
| 3.5.2a | TBD | Draft a white paper proposing a standard toxicological screening for drug testing labs based on Journal of Analytical Toxicology standards. | Being handled by another committee, outside of the FIDC. |

Objective 3.6: Propose model language that improves the existing process for requesting blood draws to test for drug impaired driving.

Strategy 3.6.1: Draft model language for search warrants related to blood draws for drug impaired driving.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|-----------------------|---|---|
| 3.6.1a | Garett Berman | Draft model language for search warrants related to blood draws for drug impaired driving and post on the FIDC website. | Complete. Available on FIDC Website. Follow up with AAA, FPCA, FPAA, or MADD to see if they are interested in sponsoring. |

GOAL 4: COMMUNICATION PLAN

Objective 4.1: Develop a comprehensive multi-pronged approach to communicate to the public and impaired driving stakeholders the importance of driving sober.

Strategy 4.1.1: Develop an Impaired Driving Communications Plan to increase public awareness of the State's focus on preventing, detecting, arresting, and adjudicating impaired drivers.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|-----------------------|--|------------------------------------|
| 4.1.1a | Chris Craig | Draft an Impaired Driving Strategic Communications Plan. | Will start working on this in 2020 |
| 4.1.1b | Cambridge Systematics | <p>Develop a year-round, data-driven, strategic, and tactical Impaired Driving Communications Plan that:</p> <ul style="list-style-type: none"> • Considers and refreshes or expands upon what is currently being done in Florida. • Addresses impaired driving target audiences; and promotes preventing, detecting, arresting, and adjudicating impaired drivers including the State's high-visibility enforcement initiatives. • Includes a diverse set of print and digital informational/marketing materials. • Details toolkits and event materials for law enforcement and other stakeholders that can be branded for local use and/or distributed by CTST and other Florida coalition partners. • Identifies the various professionals and champions and provides talking points to promote preventing, detecting, arresting, and adjudicating impaired drivers. • Identifies distribution networks for materials. | |

Attachment C: FIDC Action Plan

Strategy 4.1.2: Implement the Impaired Driving Communications Plan and share it with all partners to solicit their buy-in and support.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|------------------------------|--|----------|
| 4.1.2a | Chris Craig Ernie Bradley | Develop a diverse set of FDOT/FIDC “branded” informational/marketing materials including digital, print, high-visibility content, social media, toolkits, and speaking points for various audiences, as appropriate. | Ongoing |
| 4.1.2b | FIDC | Identify effective communication and education materials to be posted on the FIDC website. | Ongoing. |
| 4.1.2c | Juan Cardona | Promote high-visibility enforcement initiatives to counter impaired driving. | Ongoing. |
| 4.1.2d | Matt Nasworthy | Identify and promote safe ride programs and other alternatives that separate drinking from driving impaired. | Ongoing. |
| 4.1.2e | TBD | Develop a media information page that includes advertisements, toolkits, etc. | |
| 4.1.2f | TBD | Develop strategic partnerships with Florida’s other safety and public health coalitions to gain their support and assistance with promoting impaired driving messages to their key audiences. <ul style="list-style-type: none"> • Develop or expand partnerships with other agencies, businesses, and coalitions to incorporate impaired driving information in their materials. | |
| 4.1.2g | TBD | Distribute informational/marketing materials to target audiences through identified distribution networks. | |

GOAL 5: IMPROVE THE SCREENING, ASSESSMENT, TREATMENT, AND REHABILITATION SYSTEM IN FLORIDA
Objective 5.1: Establish a standard for DUI programs for Florida.
Strategy 5.1.1: Develop a best practices framework for 24/7 programs in Florida.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|--|---|---|
| 5.1.1a | FDOT | Report out from the Jacksonville Pilot. Have a presentation from this pilot at a future FDIC meeting. Listen to lessons learned and best practices. | Complete |
| 5.1.1b | FDOT | Review NHTSA requirements. | Complete. |
| 5.1.1c | Ray Graves Chris Craig FSA FPCA | Develop a white paper that focused on the 24/7 Program and associated best practices. | Seminole County Sheriff's Office is not interested. Identifying another potential pilot county prior to developing white paper, possibly Brevard County Sheriff's Office. |

Strategy 5.1.2: Develop a best practices framework for DUI Diversion Programs in Florida.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|----------------------------|--|--|
| 5.1.2a | Cambridge Systematics | Post NHTSA recommendations and new materials developed under this strategy on the FIDC website as they become available. | Complete |
| 5.1.2b | DUI Diversion Subcommittee | Draft a list of best practices for DUI Diversion program record keeping based on activities in other states. | Complete. Available on the FIDC Website. |
| 5.1.2c | DUI Diversion Subcommittee | Develop a model program that can be used by existing and new DUI Diversion Programs; incorporate references to where the money collected from these programs are distributed). | Ongoing |

Attachment C: FIDC Action Plan

Objective 5.2: Remove barriers that prevent impaired drivers from seeking treatment.

Strategy 5.2.1: Draft model language to repeal Florida's alcohol exclusion law.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|----------------------------|--|--|
| 5.2.1a | Vin Petty Larry Coggins | Review language used by other states to successfully prohibit alcohol exclusions in insurance contracts. | Review NHTSA report related to this Model language was developed NAIC. |
| 5.2.1b | Vin Petty | Draft a white paper focused on Florida's Alcohol Exclusion Law. | FIDC is not interested in drafting white paper at this time. |

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.¹

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

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|--|---|--|
| 6.1.1a | FDOT | Meet with TRCC to discuss the need for improving quality and accessibility of drug impaired driving statistics. | Complete. |
| 6.1.1b | Chief of the Bureau of Records/ DRE (Kyle Clark) | Collect and report all drug impaired driving data currently available to FIDC from crash reports and citations. | Data is being collected on the new crash report. |
| 6.1.1c | Richie Fredrick | Provide an update on drug impaired driving statistics to the Coalition in Summer 2019. | Ongoing. |

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.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|-----------------------|---|---------|
| 6.2.1a | DRE-Kyle Clark | Develop an electronic method of moving DRE reporting from paper to electronic form. | Ongoing |
| 6.2.1b | Carol Jolly | Update FIDC on this data annually. | Ongoing |

¹ Goal 6.1 is directly linked to Goal 3.4

Attachment C: FIDC Action Plan

Objective 6.3: Understand the impact of Florida's DUI Diversion Program on impaired driving arrests.

Strategy 6.3.1: Conduct research to determine if DUI Diversion Programs traffic stops and arrest rates of drivers who are suspected of impairment.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|-----------------------|---|--|
| 6.3.1a | Ray Graves | Identify the number of offenders that have participated in multiple DUI Level 1 courses. | Complete. |
| 6.3.1b | FDOT | With input from Coalition members, develop a scope of work for a study on the effects of Florida's diversion programs on impaired driving arrests rates and the frequency of impaired driving enforcement activities. | Will work with CUTR in 2020 or 2021 to accomplish. |
| 6.3.1c | FDOT | Determine the possibility to conduct the study on the effects of Florida's diversion programs. | Will work with CUTR in 2020 or 2021 to accomplish. |

Objective 6.4: Explore methods to track law enforcement training related to impaired driving (ARIDE, SFST, etc.), for both instructor and the officers they have trained.

Strategy 6.4.1: Create an inventory of impaired driving related training courses, data sources, best practices, and tracking options.

| Action Step # | Action Step Leader(s) | Description | Status |
|---------------|---|--|-----------|
| 6.4.1a | FDOT Darrell Edmonds Kyle Clark | Compile a list of Florida impaired driving related training courses (at a minimum: ARIDE, SFST, SFST Refresher, SFST Instructor/Update, DRE, Marijuana Impaired Driving Detection for Law Enforcement, and DRE Recertification) that need to be tracked and who needs access to the information. | Complete. |
| 6.4.1b | FDOT Carol Jolly Kyle Clark Brett Kirkland Chief Mark Brown | Meet with FDLE Criminal Justice Standards & Training Commission to evaluate the possibility to track impaired driving related course trainings through Automated Training Management System. | Ongoing. |

Attachment C: FIDC Action Plan

| | | | |
|--------|-----|--|--|
| 6.4.1c | TBD | Identify best practices from other states for tracking officer training, including data sources, what courses and data fields are being tracked, what agencies own/maintain the database and who has access to the data. | |
| 6.4.1d | TBD | Identify Florida training course data sources including what courses and data fields are being tracked, what agencies own/maintain the database and who has access to the data. | |
| 6.4.1e | TBD | Prepare a white paper for presentation to the FIDC that summarizes the information collected from Florida and other states and provides options for tracking Florida's impaired driving related training courses on a statewide basis. | |

Appendix A: URL References

Florida Statutes:

- 316.193 – Driving Under the Influence; Penalties.
http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0316/Sections/0316.193.html
- 316.1938 – Ignition Interlock Devices, Certification; Warning Label.
http://www.leg.state.fl.us/statutes/index.cfm?mode=View%20Statutes&SubMenu=1&App_mode=Display_Statute&Search_String=316.1938&URL=0300-0399/0316/Sections/0316.1938.html
- 322.292 – DUI Programs Supervision; Powers and Duties of the Department.
http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0322/Sections/0322.292.html
- 322.271 – Authority to Modify Revocation, Cancellation, or Suspension Order.
http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0322/Sections/0322.271.html
- 397 – Substance Abuse Services
http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&URL=0300-0399/0397/0397ContentsIndex.html

Florida Administration Code & Florida Administration Register (Last visited 02/14/2020)

- 15A-9.007, F.A.C. – Breath Alcohol Ignition Interlock Devices
<https://www.flrules.org/gateway/RuleNo.asp?ID=15A-9.007>
- Chapter 65D-30 – Substance Abuse Services Office
 - <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=65D-30>

Federal Highway Administration (FHWA):

- Fixing America's Surface Transportation Act, or FAST Act
<https://www.fhwa.dot.gov/fastact/>

National Highway Traffic Safety Administration (NHTSA):

- Highway Safety Grants Program Resources Page
<https://www.nhtsa.gov/highway-safety-grants-program/resources-guide>
- National Center for Statistics and Analysis (NCSA) Motor Vehicle Traffic Crash Data Resource Page
<https://crashstats.nhtsa.dot.gov/#/>
- 2018 Alcohol-Impaired Driving Traffic Safety Fact Sheet
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812864>

Florida Department of Transportation (FDOT):

- Florida's Strategic Highway Safety Plan (SHSP)
<https://www.fdot.gov/safety/shsp2016/shsp-2012.shtm>
- State Safety Office's Traffic Safety Coalitions
<https://www.fdot.gov/safety/safety-coalitions/coalitionsresources.shtm>
- Traffic Records Coordinating Committee (TRCC)
<http://www.fltrafficrecords.com/>
- Highway Safety Matrices
<https://www.fdot.gov/safety/3-Grants/Grants-forms.shtm>

Florida Department of Highway Safety and Motor Vehicles (FLHSMV):

- Crash and Citation Reports and Statistics/Uniform Traffic Citation Statistics Annual Report
<https://www.flhsmv.gov/resources/crash-citation-reports/>

Appendix A: URL References

Florida Impaired Driving Coalition (FIDC):

- Home Page
<http://www.flimpaireddriving.com>
- Florida Impaired Driving Program Assessment
<http://www.flimpaireddriving.com/resources.html>

Website URLs Last Visited: 02/14/2020