



Florida Impaired Driving Coalition

Meeting Report

August 17-18, 2023

Prepared for:

Florida Department of Transportation

Prepared by:

Cambridge Systematics, Inc.



1.0 Attendees

The participants in the August 17-18, 2023 Florida Impaired Driving Coalition (FIDC) meeting are listed below.

Name	Agency Represented	Attendance
Anne Rollyson	Florida Safety Council	☒
Sgt. Anthony Palese	Florida Highway Patrol (FHP)	☐
Chief Art Bodenheimer	Lake Alfred Police Department	☒
Sgt. Ben Shaw	Jacksonville Sheriff's Office	☒
Brandy Howard	SunCoast Safety Council	☒
Dr. Brett Kirkland	Florida Dept. of Law Enforcement, Alcohol Testing Program (FDLE, ATP)	☐
Chief Brett Railey	Florida Police Chiefs Association	☒
Carmen Dixon	Florida Department of Health, Office of Medical Marijuana Use	☐
Lt. Channing Taylor	Florida Highway Patrol (FHP)	☐
Chris Craig	Florida Dept. of Transportation, State Safety Office (FDOT-SSO)	☒
Chris Earl	Florida Safety Council	☐
Chrystal Williams	Florida Dept. of Health, Office of Medical Marijuana Use (FDOH, OMMU)	☐
Cpl. Daniel Darren	Collier County Sheriff's Office	☒
Chief David Ennis	Retired Chief of Police	☒
Dennis Siewert	Florida Dept. of Law Enforcement, Toxicology (FDLE, Toxicology)	☐
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	☐

Name	Agency Represented	Attendance
Ernie Bradley	Florida Dept. of Transportation, State Safety Office (FDOT-SSO)	☒
Geoff Luebkekmann	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	☐
DS. John Howard	St. Johns County Sheriff's Office	☐
Jon Askins	Institute of Police Technology and Management (IPTM)	☐
Joseph Farley	FHP	☒
Juan Cardona	Institute of Police Technology and Management (IPTM)	☒
Kathy Jimenez-Morales	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	☐
Kathleen Mazek	FDLE Alcohol Testing Program	☒
Det. Kevin Millan	Miami Beach Police Department	☐
Kyle Clark	International Association of Chiefs of Police (IACP)	☒
Larry Coggins	Mothers Against Drunk Driving (MADD)	☒
Lindsey Champlin	AAA	☐
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)	☐

Name	Agency Represented	Attendance
Sgt. Mark Eastty	Pinellas County Sheriff's Office	☐
Mary Lewis	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	☐
Sgt. Matthew Rosenbloom	Pasco County Sheriff's Office	☐
Melissa Gonzalez	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	☐
Melissa Valido	Florida Teen Safe Driving Coalition	☐
Corporal Michael White	Tampa Police Department	☐
Mike Zinn	Florida Dept. of Transportation, District 7 (FDOT-D7)	☒
Cpl. Michael White	Tampa Police Department	☒
Lt. Michael Marden	Lake County Sheriff's Office	☐
Ofc. Morgan Stirling	Fort Walton Beach Police Department	☐
Nicholas Tiscione	Palm Beach County Sheriff's Office	☒
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)	☒
Rolando Valdes	Florida Department of Transportation, Office of Policy Planning, (FDOT, OPP)	☒
Richie Frederick	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	☒
Ross Weiner	Broward State Attorney's Office	☒
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	☐

Name	Agency Represented	Attendance
Theresa Chestnut	Florida Dept. of Transportation, District 1 (FDOT-D1)	☐
Thomas Graham	Florida Dept. of Law Enforcement, Alcohol Testing Program (FDLE-ATP)	☐
Tim Cornelius	Institute of Police Technology and Management (IPTM)	☒
Tim Roberts	Institute of Police Technology and Management (IPTM)	☒
Todd Schimpf	Florida Dept. of Health Office of Medical Marijuana Use (FDOH-OMMU)	☒
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)	☒
Capt. William Jarvis	Florida Dept. of Business and Professional Regulation, Division of Alcoholic Beverages and Tobacco, Bureau of Law Enforcement (ABT)	☐
Hon. William Overton	Trial Court Judge	☒

Traffic Safety Partners

Name	Agency Represented	Attendance
Danny Shopf	Cambridge Systematics (CS)	☒
Alan Amidon	Cambridge Systematics (CS)	☒
Elizabeth Chedester	Center for Urban Transportation Research (CUTR)	☐
Olimpia Jackson	United States Navy	☐
Chanyoung Lee	Center for Urban Transportation Research (CUTR)	☒
Ryan Huff	Center for Urban Transportation Research (CUTR)	☒
Joe Pecchio	AAA	☐
Karen Morgan	AAA	☐



Matt Nasworthy	AAA	☐
Michele Harris	AAA	☐
Murray Brooks	SCRAM Systems	☐
Dr. Patricia Byers	University of Miami Miller School of Medicine / Department of Surgery	☐
Sandy Ho	Great Bay Distributors	☐

Other Attendees

- Byron Greenwood, Intoximeters, Inc

2.0 Meeting Notes – August 17, 2023

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 reminded the coalition of its mission and role. The mission of the 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). He cited the alignment of the recently updated [Florida Impaired Driving Coalition Strategic Plan](#), the [2022 State of Florida Impaired Driving Assessment](#) and [Florida's Strategic Highway Safety Plan](#).

Kyle provided an update on items of interest to the coalition occurring at the national level. A ruling in the New Jersey Supreme Court case, *State v. Olenowski*, continues to be watched for in anticipation. The case was reargued under a special master resulting in a resounding victory for the success and effectiveness of Drug Recognition Experts (DREs) for assessing impaired driving suspects. Kyle said that it is highly unlikely that the New Jersey Supreme Court will overrule the special master. In the event of an affirmative ruling, a legal precedent could be set for other cases involving DREs.

The [2022 Drug Evaluation & Classification Program \(DECP\) Annual Report](#) was released in May. Kyle said that Florida DREs are underutilized, noting the average number of cases where DRE testimony is used is 1.37 per year, which is less than the national average of 2.92 cases per year. He said that there were 8,350 DREs in the United States as of December 31, 2022. Additionally, Kyle said that 1,445 officers were trained as DREs. He noted that CNS stimulants were the top drug category predicted by DREs in sixteen states including Florida.

Kyle said that the 2023 IACP Impaired Driving and Traffic Safety (IDTS) Conference was held on August 9-11, 2023, and that the 2024 conference will be held on August 16-18, 2024, in Washington, DC.

Danny Shopf, Cambridge Systematics (CS), gave an overview of the agenda before moving on to the next agenda item.

Impaired Driving Materials

Chanyoung Lee, Center for Urban Transportation Research (CUTR), provided an overview on the focus group that developed the DUI Post Cards he was displaying for the coalition's input. The Post Cards are intended to influence the behavior of college students. Feedback for each post card is documented below:

Poster Design – Your Resume After a DUI

- Can the mugshot be interchanged?

- Yes, and the color scheme will be consistent with the college colors where the cards will be distributed; they will not include college logos or branding.
- Remove the months but keep the years in the hypothetical booking information.
- Include an element highlighting the lethal, not just the legal and professional consequences, of driving impaired.

Post Card 1 – The Internet is Forever

- Revise the callout that states “being sent to county jail for up to 6 months” to “up to life in prison.”
- Change “Up to \$1,000 in fines” to “Over \$10,000 in fees and costs.”
- Add call outs saying, “You’ll lose followers” and “There is no internet in jail.”
- Revise mentions of “jail” to “prison or jail.”
- Change spelling error.
- Include an element highlighting the lethal, not just the legal and professional consequences, of driving impaired.

Post Card 2 – Talk about Hangxiety

- Change picture to someone in handcuffs.
- Revise the callout that states “being sent to county jail for up to 6 months” to “up to life in prison.”
- Change “Up to \$1,000 in fines” to “Over \$10,000 in fees and costs.”
- Revise mentions of “jail” to “prison or jail.”
- Revise “Legal consequences when (BAC) Blood Alcohol Content is above 0.08%” to “Legal Consequences.”
- Change “College acceptance rates decline” to “Jeopardize your educational opportunities.”
- Change private car to ride share.
- Include an element highlighting the lethal, not just the legal and professional consequences, of driving impaired.

Post Card 3 – Sunday Scaries on a New Level

- Change image so suspect does not appear injured and so handcuffs are more visible. Switch out image with Post Card 2.
- Change “you can and will get caught. Police know what to look for” to “Police know what to look for.”
- Change a “few drinks” to “one drink.”
- Include an element highlighting the lethal, not just the legal and professional consequences, of driving impaired.

FIDC Strategic Action Plan Subcommittee Breakout Overview

Danny Shopf provided an overview of the Subcommittee Breakout Sessions. He said that attendees should refer to the identified Action Steps displayed on screen as priority action items to guide group formation and discussion. He emphasized that attendees were free to work on other action items as they deemed relevant and that many of the steps are long-term actions that cannot be accomplished in one meeting.

Participants had no questions or comments.

FIDC Strategic Action Plan Subcommittee Breakout Session

Attendees gathered based on the identified Action Steps. Each subcommittee discussed progress and next steps for their respective action items. Action Step leaders prepared updates for the Action Plan Report Out on Day 2.

Traffic Safety Legislative Update

Chief Brett Railey, FPCA, gave a presentation focused on Key Traffic Updates from the 2023 Legislative Session. He provided an overview on the following legislation:

- [HB 425](#), Move Over Law: The Move Over Law now includes disabled motor vehicles. If a vehicle is visible and if the roadway has two or more lanes, the same requirements are applied to the disabled vehicle as would be applied if a law enforcement vehicle was stopped. This law will go into effect starting in January 2024.
- [HB 0657 / SB 0588](#), Automated Enforcement Of School Zone Speed Limits: The enforcement zones will be active 30 minutes before school starts and 30 minutes after the school day ends. The fine will vary by time of day starting with a \$100 fine if observed speed is 10 mph over the posted speed limit during these hours. He noted the contrast in nearly unanimous support for automated speed enforcement in school zones with the contentious debate on automated enforcement in Florida more broadly. He emphasized that speed enforcement cameras cannot be used to collect intelligence for law enforcement purposes. The only situation that intelligence could be gathered is if the camera is capturing a violation and the violation is incidental to the speeding infraction. The cameras cannot be used for surveillance. He detailed the breakdown in fines, noting that counties and municipalities will likely have additional requirements. He closed with the reminder that FDOT has until December 31, 2023, to develop camera placement and installation specifications, noting that some vendors also conduct speed studies.
- [SB 766](#), Enforcement of School Bus Passing Infractions: Brett said that the onus of responsibility will be on each individual school board to decide how this will be implemented and that the Department of Education (DOE) has to establish standards as well. Despite this there will be an immediate \$200 traffic infraction for passing on the non-exit side and a \$400 fine for passing on the exit side. There will be visible signs posted on school buses and a public awareness campaign. Also in need of consideration is the fact that school buses go through multiple jurisdictions on their routes.
- [HB 0949](#), Golf Cart Operation Requirements: Brett said that to legally operate a golf cart, operators must be 18 or older and have a valid government-issued ID. He noted that people under the age of 18 may operate a golf cart on designated roads with a valid learner's license or a valid driver's license.



Participants had the following questions and comments:

- Ellen Shelling, Tampa Alcohol Coalition, asked if automated enforcement in school zones would be in effect over the summer?
 - Automated enforcement will not be in effect in school zones when school is not in session. However, whether automated enforcement will be in effect during summer school activities remains an unanswered question.
- Chris Craig, FDOT, said vendors are already contacting state employees. He noted it will be interesting how FDOT addresses differing methods of enforcement when the installation standards are developed.

Florida DUI Bill Concerns Addressed

Ernie Bradley, FDOT, directed attendees to the printed handout that detailed concerns shared by the coalition related to the development of model language for Florida's DUI Statute. The concerns addressed in the handout included wrongful charges of drivers who have taken cough syrup, an affirmative defense preventing prosecution due to legal prescriptions, search warrants allowing for blood draws, and unnecessary expansion of the substance abuse and controlled substance tables.

Participants had no questions or comments.

Public Comment Period

There were no public comments.

Wrap up and Next Steps

Danny thanked attendees for their participation and said the meeting would reconvene at 9:00 AM. The meeting concluded at 4:38 PM.

3.0 Meeting Notes – August 18, 2023

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, Danny reviewed the agenda for Day 2, and the meeting followed.

FIDC Data Update

Chanyoung Lee, CUTR, presented the latest impaired driving crash data. His presentation was organized around the following questions:

- What is the annual trend of traffic fatalities in Florida?
- Have we observed any changes in impaired driving crashes and fatalities since 2020?
- What are the primary impairment types (Drugs, Alcohol, Drugs and Alcohol) in traffic crashes?

He reviewed Florida's annual traffic fatalities from 2017 to March 2023. He noted a twelve percent increase from 2020 to 2021. He reviewed the fatality trend from 2003 through 2022. He noted there was a decrease from 2005-2014 in the trend line.

He compared the differences between common safety features of a typical vehicle in 2005 to the safety features of a typical vehicle in 2021. He said that despite these improvements in vehicle technology there are over 3,000 people dying on Florida's roadways annually. He compared the number of licensed drivers over the same time frame noting an increase of 2.5 million licensed drivers. He also compared Florida's mileage rate with Florida's fatality rate. While correlating, the increase in mileage is not enough to explain the increase in fatalities.

Next Chanyoung discussed impaired driving fatalities in Florida from 2017-2021. As overall crashes increased during this timeframe, impaired driving fatalities increased proportionally. He noted that approximately 1/3 of Florida's traffic fatalities involve impaired driving.

Chanyoung then broke down the impaired driving fatalities by month. He emphasized a peak in the months of March, November, and December. He noted the difference in these months between 2020 and 2021, and emphasized a similar trend in the first six months of 2022 with the first six months of 2019. Next, he discussed the breakdown of impaired driving fatalities by age group. He then broke down the impaired driving fatalities in each age group by impairment type. He said the no and non-fatal injuries have a similar breakdown of the type of impairment as fatal injury crashes. Lastly, he compared the impairment type by agency and by injury severity. He said there is a significant difference in impairment type by injury severity and that there appears to be a difference in impairment type that varies based on the investigating agencies. For these last two observations, Chanyoung suggested some possible explanations that included that impairment type is a significant contributing value to injury severity, potential different practices by injury type, different driving populations, and different practices by different agencies.

He concluded his presentation saying there have been observable changes in crashes and fatalities since 2020, but at this point the changes appear to be temporary. However, the events of 2020 did have impacts on commuting and ways of living that are not reflected in crash data.

Participants had the following questions and comments:

- Chief Railey said he would like to see the number of impaired fatalities compared to enforcement activities represented by moving violations and arrests.
 - Chanyoung wondered what a good indicator for enforcement might look like?
 - Hazardous moving violations may be an appropriate measure. Total citations, speeding or failure to yield could be some examples to start with.
- Kyle noted that DUI enforcement may have a preventative effect that will be reflected over a period of several months.
- Danny suggested that overall citation numbers might be a useful indicator for enforcement.
 - Chanyoung said CUTR can pull overall citation numbers by county.
- Ernie suggested comparing subgrant funding totals by county as well.
- Juan Cardona, Florida LEL Program, suggested that a possible reason for the increase of fatalities starting in 2015 may be due to differences in major federal transportation bills. He noted that in 2009 there were six DUI media campaigns compared to the three conducted today. He noted that after 2014, equipment was no longer something that could be provided through subgrant funding and suggested that the number of citations from 2009-2014 and the number of citations after 2014 likely reflect this.
- Kyle asked if the increase of 12 percent in fatal crashes was accompanied by an increase in the rate of fatal crashes by the same percentage?
 - The rate increased by more than 12 percent. 2020 and subsequent years have been deadly due to less drivers on the road traveling fewer miles but engaging in high-risk behaviors more often, resulting in more deadly crashes.
- Corporal Michael White, Tampa Police Department, noted that comparing agencies misses the fact that some jurisdictions have significantly higher concentrations of bars and consumption of alcohol.
- The Honorable William Overton noted that testing varies by agencies because of challenges with coordinating time frames with state agencies that oversee testing labs.
- Danny asked if there is a disparity for what drugs are being tested?
 - Nick Tiscione, Palm Beach County Sheriff's Office, said yes there is.
- Kathleen Maze, Florida Department of Law Enforcement (FDLE) Alcohol Testing Program, said that FDLE does not test if the Blood Alcohol Value (BAV) is over 0.08.
- Danny asked if the tests that are administered to assess the type of impairment are consistent for fatal crashes?
 - Ross Weiner, Broward State Attorney's office, said that for non-fatal cases only breath testing is used. For fatal cases blood tests are often used.

- Tim Cornelius, IPTM, said that agencies are testing for drugs, but not identifying the drugs. Alcohol test results are immediate. When testing for drug impairment, the results are dependent on the timeframe it takes to receive results from the testing facility. A responding officer may not update the crash report because of that delay.
- Richie Frederick, Florida Department of Highway Safety and Motor Vehicles (FLHSMV), said that effort to identify pending drug results are part of the yearly crash closeout report, but that effort is imperfect.
- Ellen Snelling asked for clarification on the definition of impairment.
 - The data presented by CUTR uses the Signal Four Analytics definition of impairment which includes suspected impairment, a breath test refusal, or a BAC greater than zero for alcohol. For drug impairment, the definition includes suspected impairment, test rejection, and a positive drug test.

FDOT Highway Safety HVE Subgrant Overview

Ernie provided an overview of the High Visibility Enforcement (HVE) subgrant awards and process. He discussed the uses of the subgrants, the application process, and the jurisdictional and geographic spread of where subgrants have been awarded.

Ernie provided an overview of traffic safety subgrants. He said FDOT's [Strategic Highway Safety Plan](#) and Highway Safety Plan provide planning consistency at the state and local levels. Government agencies, law enforcement agencies, schools, emergency service providers, and certain qualified non-profits organizations can and are encouraged to apply for traffic safety subgrants through the Department. The funding source provides over \$500 million in subgrants every year. The types of projects that tend to get funded through the Department are education and outreach, and enforcement projects. Funding is not available for research or for engineering projects through these subgrants. Additional restrictions include a prohibition on equipment replacement.

He emphasized the importance of not replicating what another traffic safety partner is implementing, noting that area specific conditions must be considered and reflected in the subgrant application. The selection criteria for applicants consists of the following:

- Is the agency requesting funding in the top 35 percent of Florida counties and city tiers as determined by the Highway Safety Matrix?
- Is the concept paper data driven?
- Is the narrative clear?
- If the agency was funded in the past, what were the outcomes of that funding?
- Is there an open dialogue between the agency and the Department?

Next Ernie provided an overview of the timeframe in which Concept Papers are to be developed and submitted to FDOT. Then he delved into the Impaired Driving subgrants awarded in the last fiscal year. He noted that

funding will not be approved if it is only for purchasing equipment, but that the primary purpose of the subgrant funding to increase both impaired driving related education and overtime enforcement operations in localities with high instances of impaired driving related citations, crashes, serious injuries, and fatalities. Ernie noted that while there are allowable costs, purchases, and activities for subgrant funding, funding will not be approved if it is only for purchasing equipment. The primary purpose of the subgrant funding is to increase both impaired driving related education and overtime enforcement operations in localities with high instances of impaired driving related citations, crashes, serious injuries, and fatalities. He said that while an agency's ranking on the FDOT Highway Safety Matrix is the initial qualifying factor for funding, an understanding of that agency's overall impaired driving related issues, supported by geographic and citation data, is vital to determining if a project will be funded. For example, the City of Miami Beach is not in the top 35 percent of its tier of impaired driving crashes, but as an entertainment destination, the Miami Beach Police Department was able to demonstrate that they were seeing incidents of drivers consume alcohol in Miami Beach, to then travel to other jurisdictions. He directed attendees to a handout listing all the agencies receiving impaired driving subgrant funding for this cycle and the agencies in the top 35 percent for impaired driving crashes that had not applied for either this year or multiple years. He closed requesting assistance in spreading the word to these agencies to apply for subgrant funding.

Participants had the following questions and comments:

- Chief Railey asked if agencies are no longer eligible because their impaired driving problem has been mitigated after receiving subgrant funding?
 - Some agencies may not be eligible, but many agencies just don't apply. FDOT does not know local conditions to the level of detail that local agencies do. If the applying agency can articulate a clear narrative of the problem in their community, they should still apply. If impaired driving is identified as an issue in the applying agencies community with supporting data, FDOT program managers are accessible to assist throughout the concept paper process.
- Ernie posed the question of what can FDOT do to help agencies in the top 35 percent of impaired driving crashes that have not applied? What is the best way to effectively engage these agencies?
- Kyle asked if there has been any feedback from these agencies on why they have not reapplied?
 - In the past, some agencies have indicated that the amount of paperwork involved can be challenging for smaller agencies, whereas larger agencies have multiple subgrant awards. The unification of the subgrant application site is intended to consolidate and simplify the process.
 - Additionally, FDOT does not always have a contact or standing relationship with every agency. The Law Enforcement Liaisons (LELs) do a good job reaching out to agencies, but sometimes agencies do not respond to the LELs either.
- Chief Railey said that the Pedestrian and Bicycle Safety Coalition sends letters to agency heads that are eligible for enforcement subgrants. The letters have been effective for that coalition.
 - The Impaired Driving Coalition primarily relies on the LELs and some agencies are just not responsive to the LELs.

- Juan Cardona, Florida LEL Program, noted that the bigger challenge with smaller agencies is manpower concerns. Many agencies do not have enough manpower to deliver on subgrant terms. Sometimes even if there is enough manpower, the officers that are there may not be trained in DUI.
- Corporal Michael White, Tampa Police Department, noted that many officers have less of a preference for overtime work than in the past. During subgrant writing season agencies that do will utilize the LELs, but noted that what he is hearing from the ground level is a lack of manpower to do the enforcement in addition to the paperwork.
 - The subgrant can cover some of paperwork component. Part of the conversation with FDOT program managers is identifying applicants' challenges and identifying opportunities for FDOT to assist. There is value in ongoing conversation between agencies and program managers.
- Mike Zinn, FDOT Community Traffic Safety Teams (CTST) District 7, asked how much money is left on table?
 - 40 percent of NHTSA funds must go to local partner agencies. There is approximately a million dollars beyond that threshold that is not being fully utilized.
- Tom Moffett, FLHSMV, asked if smaller agencies have ways to start the conversation with program managers and give them the extra support needed to navigate this process.
 - Two potential solutions are referring the smaller agencies to the example subgrant/concept papers on the FDOT State Safety website. Program managers are more than happy to engage smaller agencies about what is required for receiving subgrant funding, but conversations are not a guarantee of funding.
- David Ennis, retired Chief of Police, said competing resources and differing priorities of different elected Sheriff's Offices may also play a role.
- Ernie posed the question of how does FDOT reach newer officers and their leadership?
 - Juan Cardona, Florida LEL Program, emphasized that the 2015 equipment change based on new federal restrictions took away an effective incentive.
- Corporal Michael White, Tampa Police Department, said that from his firsthand experience, DUI paperwork takes a lot of time. He posed the question how do we reduce the amount of time the responding officer spends with an impaired driver doing paperwork?
- Are there mid-level trainings available to apply for these subgrants?
 - FDOT does provide subgrantee training with opportunities across the state.
- Corporal Michael White, Tampa Police Department, highlighted the difference in training for other crimes compared to DUI and emphasized that if a DUI case goes to trial, the paperwork increases significantly.
- Corporal Daniel Darren, Collier County Sheriff's Office, noted there has been a shift in priority to things like active shooter trainings despite more people being killed by impaired drivers.

- Anthony Palese, Florida Highway Patrol (FHP), said that officer incentives matter especially for overtime and that overtime for working events draws more officers because the pay may be higher.
- William Jarvis, Florida Dept. of Business and Professional Regulation, Division of Alcoholic Beverages and Tobacco, Bureau of Law Enforcement (ABT), said that there are 67 counties in Florida with differing processes. There is a need for a standardized formula across Florida for all parts of the impaired driving system. Streamlining process could help identify what officers truly need and could help identify prosecutors that are committed to DUI cases.
 - Vin Petty, Tallahassee Community College, Florida Public Safety Institute (TSRP-FPSI), said that the challenge is not limited to effective prosecutor involvement. A standardization of the process across all 67 counties would have to go through Circuit Courts and elected officials. He emphasized that such a change would not just have to go through the Circuit Courts, but the County Clerks as well that are led by elected officials that use their own differing systems. There are significant challenges with the breadth and complexity of all the moving parts in Florida's judicial system to standardize processes in general as well as for DUI.
- Chief Art Bodenheimer, Lake Alfred Police Department, emphasized that it's not just the paperwork on the front end that deters officers from pursuing DUI, but the time spent in court as well.
 - Vin said that DUI defense attorneys are incentivized to file motions on DUI cases because the risk to reward ratio is in their favor as long as DUI stays a misdemeanor.
- William said it would likely take a legislative change or a state agency leading the charge to standardize the process.
- Anthony said that internal standardization poses its own challenges, noting that the FLHSMV Crash Report is the only standardized piece of paperwork.
- Richie said that the Crash Report is standardized by legislative mandate. Despite the standardization of the Crash Report, there are multiple vendors for providing the crash report that the state must stay neutral towards. He echoed the potential for a legislative change being required for standardization processes.
- Chief Railey said there will always be a reason to not do something. Despite that there is a motivating factor for everyone interested in saving lives. Those who care about DUI are often those whose lives have been directly impacted. Until a behavioral science approach is utilized, there will continue to be challenges in reaching younger and newer officers disinterested in DUI cases. These types of cases have always been challenging, but those who care rise above those challenges. The coalition needs to find opportunities to cultivate that motivation in newer officers.
- Ernie said developing a consistent way to motivate younger officers to be interested in DUI could be a feasible first step, in light of the complexity of the system as a whole. He encouraged participants to not hesitate to reach out with any ideas.
- Danny said that NHTSA is providing a lot of funds through IIJA and is looking to spend that money emphasizing that the need is clear for Florida's impaired driving problem. FDOT needs the coalition's help to spread the word.



Action Plan Report Out

Danny led the coalition in the Action Plan Report out. Action Step leaders provided progress updates on their associated action steps. Future Action Items to be incorporated into the Action Plan are listed below:

- Add an action step of DUI hotspot analysis piloting in Hillsborough/Highlands region.
- Add Katherine from FLHSMV to anywhere Nick is located within action plan.

Public Comment Period

There were no public comments.

Next Steps and Presentation Ideas

- DUI/BUI Draft from FWC
- 24/7 Presentation
- DUI Court One Pager
- Handheld Screening Device for lesser offenses and diversion programs from vendors offering these devices.
- DADDs Presentation

Ernie shared the FY2023-2024 meeting dates:

- December 7-8, 2023
- February 2-3, 2024
- May 4-5, 2024
- August 22-23, 2024

Adjourn

The coalition meeting ended at 4:00 pm.

Contact information for impaired driving questions:

Chris Craig, FDOT
Traffic Safety Administrator
Phone: 850.414.4009
chris.craig@dot.state.fl.us

Ernie Bradley, FDOT
Impaired Driving Program Manager
Phone: 850-414-4116
Ernie.Bradley@dot.state.fl.us