



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**



DOT HS 813 496

April 2024

Best Practices of Successful State Impaired-Driving Task Forces

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Suggested APA Format Citation:

Fell, J., & Kubelka, J. (2024, April). *Best practices of successful state impaired-driving task forces* (Report No. DOT HS 813 496). National Highway Traffic Safety Administration.

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Technical Report Documentation Page

1. Report No. DOT HS 813 496	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Best Practices of Successful State Impaired-Driving Task Forces		5. Report Date April 2024	
		6. Performing Organization Code	
7. Authors James Fell and Julie Kubelka		8. Performing Organization Report No. DOT-VNTSC-NHTSA-xx- xx	
9. Performing Organization Name and Address National Opinion Research Center University of Chicago 1155 East 60th St, 2nd Floor Chicago, IL 60637		10. Work Unit No. (TRAIS)	
		11. Contract or Grant No.	
12. Sponsoring Agency Name and Address National Highway Traffic Safety Administration 1200 New Jersey Avenue SE Washington, DC 20590		13. Type of Report and Period Covered Final Report	
		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract <p>This report details the methodology and results of a study to understand best practices of successful State impaired-driving task forces. The study of impaired-driving task forces included a review of the literature, focusing on State-level reports, to understand the extent to which States convene impaired-driving task forces to recommend impaired-driving countermeasures. Researchers then held discussion with officials of nine task forces across NHTSA Regions to understand their context, operations, and best practices. The report discusses attributes of successful impaired-driving task forces including goals, charters, membership, leadership, meetings and attendance, agendas and subcommittees, strategic planning, actions and strategies, and measures of success. Based on the study's finding, best practices are presented to States looking to establish or enhance an impaired-driving task force. Examples of best practices include involving members representing diverse perspectives; use of NHTSA resources to strengthen the task force; strong leadership; entrusting members with responsibilities; and having engaging meetings with a variety of meeting activities. Establishing and operating a State impaired-driving task force can help prioritize and implement effective countermeasures to address the problem of impaired driving. Successful impaired-driving task forces have been instrumental in the adoption of key legislation and in increasing enforcement, establishing DWI courts, and improving treatment of substance use disorders for many offenders. Task forces engage all key stakeholders and ensure progress is made in the State impaired-driving strategic plan.</p>			
17. Key Words impaired driving; task force; State; impaired-driving countermeasures		18. Distribution Statement This document is available to the public from the DOT, BTS, National Transportation Library, Repository & Open Science Access Portal, https://rosap.ntl.bts.gov .	
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 104	22. Price

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Executive Summary

The National Highway Traffic Safety Administration has long supported the use of impaired-driving task forces as supportive measures to decrease impaired-driving events. As of 2021 some 13,384 people have been killed in impaired-driving crashes. Fatalities in alcohol-impaired-driving crashes increased by 14.2 percent from 2020 to 2021.

Many data-driven strategies, laws, and countermeasures addressing impaired driving in the United States reside at the State and community levels. States and localities enact, apply, and enforce laws; and determine where countermeasure programs are implemented and where change can be made. However, State and community leaders need mechanisms to assess the impaired-driving problem in their jurisdictions, to document the systems in place to deal with the problem, and to make recommendations for improvement. Impaired-driving task forces (sometimes called task teams, commissions, coalitions, councils, committees, leadership teams, or advisory groups) provide those mechanisms. State DUI, DWI, or impaired-driving task forces can bring together key stakeholders to share information, explore options, and close potential loopholes in impaired-driving legislation, enforcement, prosecution, adjudication, and treatment.

This report updates the first NHTSA-sponsored study, *A Guide for Statewide Impaired-Driving Task Forces* (Fell & Langston, 2009). Impaired driving remains a substantial factor in traffic fatalities. For this reason there is a need for an up-to-date assessment of State impaired-driving task forces and need to share best practices for States and localities to incorporate into their task forces, to be more effective in addressing impaired driving.

The National Opinion Research Center (NORC) was awarded a contract to research impaired-driving task forces and ask why some task forces are more successful than others. NORC conducted a literature review that included academic publications as well as “gray” literature, covering articles and reports published from 2012 to 2022 on State impaired-driving task forces. The review did not find any academic literature. The gray literature search was used to identify current and previous State task forces and to learn about their chartered missions and work. NORC then contacted all 10 NHTSA Regions to identify States with active task forces and were able to locate 32, of which 15 were currently operating. Among these, nine were selected for this study (North Carolina, Florida, Tennessee, Minnesota, Texas, Nebraska, Colorado, Nevada, and Montana). NORC conducted structured discussions with key informants from all nine task forces to gain insight into best practices.

This report outlines what determined “success” for impaired-driving task forces, what outcomes could be measured, and recommendations going forward. The task force discussions revealed several best practices including:

- ensure task force members represent a diverse array of perspectives and industries, including the hospitality, alcohol, and cannabis industries;
- during meetings, get a broad perspective on issues being addressed;
- keep members engaged;
- hold members accountable for progress in the implementation of strategies;
- at each meeting, show progress being made toward the task force goal;
- recognize members who have been instrumental in implementing a task force recommendation;

- develop an annual report documenting the task force goal and progress on the recommended strategies for that year;
- as appropriate, adopt the Safe System Approach in strategies to reduce impaired driving; and
- consider diversity, racial equity, and inclusion in task force membership.

The nine task forces selected for this study were successful for these reasons:

- the task force chair has strong leadership qualities;
- members are self-motivated and engaged in solving the problem;
- a large percentage of task force membership attend meetings and participate in discussions;
- a strategic plan is developed;
- a diverse group of stakeholders is selected as task force members;
- innovative ways are formulated to overcome obstacles;
- progress in meeting task force goals is tracked consistently;
- members are held accountable for certain aspects of the strategic plan; and
- diversity, racial equity, and inclusion are integral to task force membership and goals.

Impaired driving is a substantial problem in every State. Establishing and operating a State impaired-driving task force can help prioritize and implement effective countermeasures to address the problem.

Background

The Impaired-Driving Problem

Impaired driving continues to be a significant public health and public safety problem in the United States. In 2021 some 30 percent of the 42,915 traffic fatalities involved alcohol-impaired drivers (drivers with blood alcohol concentrations [BACs] of .08 grams per deciliter [g/dL] or higher). From 1997 to 2019 there was a decrease in driving fatalities involving alcohol-impaired drivers; however, the proportion of traffic fatalities involving impaired driving has remained approximately the same (about 30 to 33%). Previously, from 1982 to 1997 the proportion of traffic fatalities involving impaired drivers declined from 48 percent to 33 percent. However, since 1997, progress in reducing the percentage of fatalities involving impaired driving has stagnated (National Highway Traffic Safety Administration, 2021). See Figure 1. The proportions of traffic fatalities involving impaired drivers differ greatly among States, varying from 21 percent in Utah, Mississippi, and the District of Columbia to 45 percent in Montana in 2020 (National Center for Statistics and Analysis, 2022).

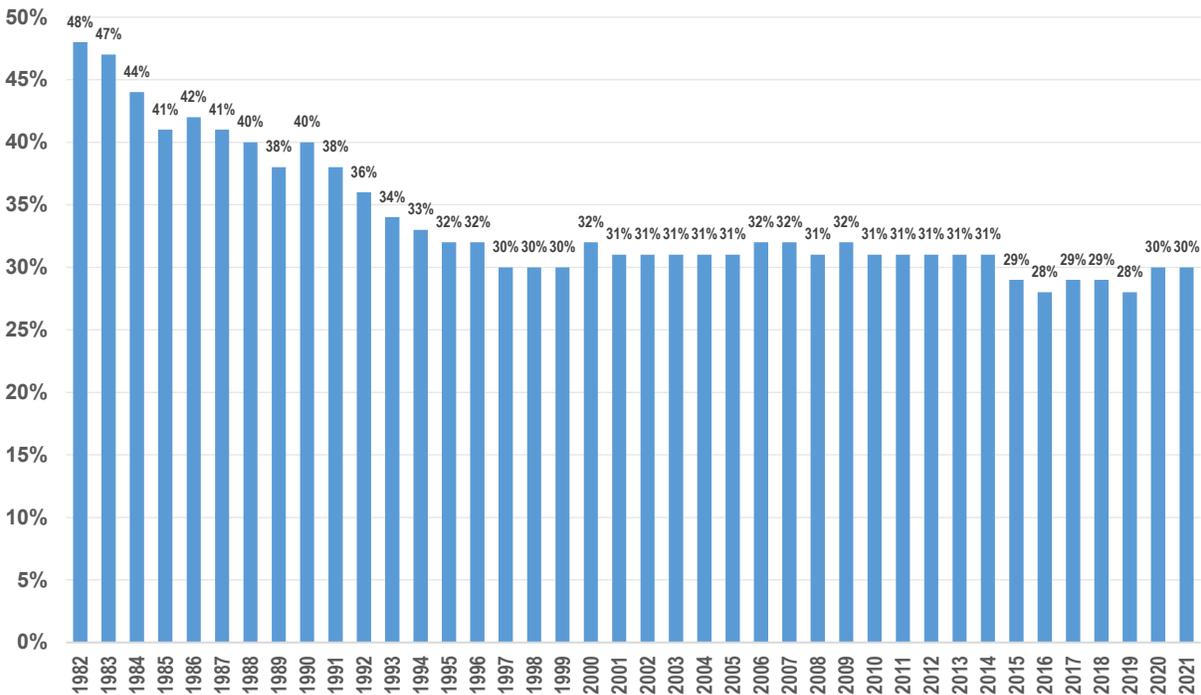


Figure 1. Proportion of Annual Traffic Fatalities Involving Impaired Drivers, 1982-2021 (BAC ≥ .08 g/dL)

In 2019, before the COVID-19 pandemic, there were 36,355 traffic fatalities in the United States, with 10,196 of those fatalities (28%) involving legally intoxicated drivers with BACs of .08 g/dL or higher (NCSA, 2022). Alcohol-related crashes cost society \$69 billion in 2019, which was 20 percent of the cost of all crashes (\$340 billion) (Blincoe et al., 2022). Despite a substantial decrease in vehicle miles traveled during the pandemic’s first year 2020, traffic fatalities increased to 38,824, with 11,654 (30%) involving legally intoxicated drivers (NCSA, 2022). In 2021, with the pandemic continuing, there was an even larger increase in traffic fatalities, to 42,915 (a 10.5% increase over 2020) (NCSA, 2022). Thirty percent of the fatalities involved intoxicated drivers in 2021, resulting in an estimated total number of fatalities of 12,875.

NHTSA’s early estimate of traffic fatalities in the first quarter of 2022 projected that 9,560 people died in crashes, a 7.0 percent increase over the 8,935 fatalities in the first quarter of 2021 (NCSA, 2022).

Over the same time, arrests for DUI or DWI have declined and may contribute to the stagnation in progress against impaired-driving fatalities. High DUI arrest rates per 10,000 population in different areas of the country are associated with lower rates of alcohol-related crashes (Fell et al., 2014; Stringer, 2018). Almost 2 million drivers were arrested for DUI in the United States in the early 1980s; however, DUI arrests have decreased to about 1 million drivers in 2019 and to 650,000 in 2020 (the first pandemic year) (FBI, 2022). One study estimated that only a small fraction of trips taken by drivers with BACs > .08 g/dL result in DUI arrests (Zaloshnja et al., 2013).

In addition, there has been a significant increase in drugged driving and especially driving with delta9-tetrahydrocannabinol, the active ingredient in cannabis, in drivers’ systems. Two National Roadside Surveys conducted with almost 10,000 drivers in 2007 and again in 2013 and 2014 reported on the prevalence of alcohol and drugs in drivers on U.S. roads (Berning et al., 2015). The surveys showed increases from 16 percent in 2007 to 20 percent in 2013-14 in the proportion of drivers on U.S. roads with drugs in their systems. See Figure 2.

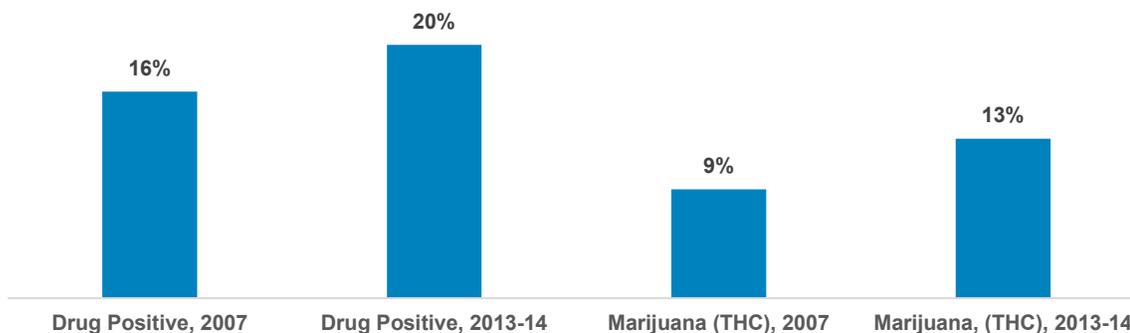


Figure 2. Percentages of Drivers on U.S. Roads in 2007 and in 2013-14 With Drugs Other Than Alcohol (Oral Fluid and Blood)

Since 2012, there were 19 States and DC that have legalized the recreational use of cannabis, and more States are considering such legislation. Roadside surveys and toxicology results on fatally injured drivers show large percentages of drivers combine cannabis use with alcohol (Ramirez et al., 2016). A recent study of seriously injured and fatally injured drivers treated at five Level 1 trauma centers around the country—conducted in the months before the pandemic—found that 21.8 percent had alcohol in their systems at the times of their crashes (Thomas et al., 2020). The percentage of such drivers increased to 29.2 percent during the first months of the pandemic. In addition, the percentages of the drivers who had cannabis in their system increased from 20.8 percent before the pandemic to 32.7 percent during the pandemic. The prevalence of opioids in the drivers also increased, from 7.5 percent before the pandemic to 13.9 percent during the pandemic (Thomas et al., 2020). See Table 1.

Table 1. Percentages of Fatally and Seriously Injured Drivers Who Had Alcohol, Cannabis, or Opioids in Their System at the Times of Their Crashes

	Before COVID-19	During COVID-19
Alcohol	21.8%	29.2%
Cannabis	20.8%	32.7%
Opioids	7.5%	13.9%

In January 2022 the U.S. Department of Transportation issued the National Roadway Safety Strategy (2022) that emphasizes the Safe System Approach to reducing traffic fatalities and serious injuries. Five domains compose the approach:

- safer people;
- safer vehicles;
- safer speeds;
- safer roads; and
- post-crash care.

The Safe System Approach (SSA) involves using all available resources including enforcement (traditional and automated), engineering (to offset human mistakes), education (to change the safety culture), and outreach (to increase safety awareness). Priorities include focus on behavioral safety such as alcohol ignition interlock programs for DUI offenders and administrative license revocation to deter impaired driving. The SSA also offers strong support for high-visibility traffic law enforcement which couples enforcement with education and outreach to enhance effectiveness. Other interventions will be employed, such as transformative street design and motor vehicle technologies like alcohol detection systems. The SSA shifts safety messaging to recognize that humans are fallible, will make mistakes, and exercise poor judgment, but that fallibility should not necessarily lead to fatal and serious injury crashes. The National Roadway Safety Strategy calls for building a safety culture in organizations and for leveraging public health approaches and highway engineering to help implement SSA.

The National Roadway Safety Strategy can be leveraged by States with existing impaired-driving task forces and those interested in creating such a task force to assist in implementing the principles of the SSA.

History of State Impaired-Driving Task Forces

Many of the data-driven strategies, laws, and countermeasures that address the problem of impaired driving in the United States reside at the State and community levels. States and localities enact, apply, and enforce laws, determine where countermeasure programs are implemented, and where change can be realized. However, State and community leaders need mechanisms to assess the impaired-driving problem in their jurisdictions, to document the systems in place to deal with the problem, and to make recommendations for improvement. Impaired-driving task forces provide those mechanisms. From 1980 to 1984 there were 42 States that established impaired-driving task forces or the equivalent in response to recommendations by the Presidential Commission on Drunk Driving and Mothers Against Drunk Driving (MADD). The task forces appear to have played a role in the progress States made in reducing impaired driving in the 1980s and early 1990s.

The first NHTSA-sponsored study, *A Guide for Statewide Impaired Driving Task Forces* (Fell and Langston, 2009), presents information about how to:

- establish a successful task force;
- determine task force membership;
- keep task force members engaged;
- identify and choose problem areas to focus on;
- select strategies to solve problems;
- measure success; and
- deal with obstacles and avoid pitfalls that may confront task forces.

Impaired driving remains a substantial factor in traffic fatalities. For this reason, there is a need for an up-to-date assessment of State impaired-driving task forces and to share best practices for States and localities to incorporate into their task forces, to be more effective in addressing impaired driving.

States implement task forces as a strategy to address impaired driving. A task force brings together stakeholders from a variety of relevant backgrounds including law enforcement officers, prosecutors, alcohol beverage control officials, State highway safety officials, auto industry leaders, hospitality industry representatives, and activist representatives and organizations such as MADD.

States classified as “high- or mid-range” for alcohol-impaired-driving fatality rates can qualify for impaired-driving grants under NHTSA’s National Priority Safety Grant Program, 23 U.S.C. 405(d), by meeting certain statutorily specified criteria. Under the statute a mid-range State is eligible for a grant if “a statewide impaired-driving task force” has developed a statewide plan during the 3 most recent calendar years. A high-range State must also produce a plan but must meet other criteria to receive a grant including having an assessment of the State’s impaired-driving program.

Some State task forces have been successful in developing key legislation (later adopted) that closes loopholes in their impaired-driving laws and, separately, improves enforcement, prosecution, and adjudication procedures. Others have addressed institutional changes such as developing better record-keeping systems or creating active communication between key agencies and stakeholders. Task force efforts have addressed legislative issues, enforcement strategies, criminal justice processing changes, improvements in sentencing procedures, the treatment of DUI/DWI offenders, and initiatives to curb underage drinking, to name a few examples. Officials developing or strengthening State impaired-driving task forces can learn from the experiences of others and use existing successful frameworks to inform their own work.

State DUI, DWI, or impaired-driving task forces can bring together key stakeholders to share information and explore possible improvements to the State’s program. In addition, State impaired-driving task forces provide a venue for members to address controversial issues and to consider the pros and cons of various strategies and their potential effect on State agencies and stakeholders.

Some task forces begin as ad hoc committees of people interested in reducing DUI/DWI in their States. In other jurisdictions the governor, the attorney general, or a prominent member of the State legislature establishes an impaired-driving task force or adapts an existing committee. A task force can be initiated by the director of the State Highway Safety Office (SHSO), by the

governor (or a cabinet member), by a State legislator, or by an activist group (sometimes in response to a highly publicized incident involving an impaired driver).

Typically, task force members are chosen to represent various disciplines and backgrounds such as legislation, law enforcement, prosecution, adjudication, probation, communications, public relations, insurance industry, auto industry, public health providers, citizen groups, victims' rights organizations, and others. While many communities have local or regional task forces to facilitate regional cooperation in impaired-driving law enforcement and publicity efforts, this report focuses on task forces at the State level, rather than at the local or regional level.

State task forces have the authority to review the State's impaired-driving system, including programs, enforcement activities, and laws. Task force members typically examine the present situation (problem identification); assess the State laws, enforcement, prosecution, and adjudication; and recommend improvements to the system. They may recommend changes to system components, identify potential improvements in the DUI/DWI laws, and leverage resources to improve or enhance a countermeasure or enforcement activity.

At a minimum, a task force can document the impaired-driving programs in the State, the strategies currently in use, the legal system process, and any problem areas. In many cases, task force recommendations have been implemented and identified problems resolved. The first NHTSA-sponsored study of impaired-driving task forces (Fell & Langston, 2009) documented several examples of legislative accomplishments in Utah (alcohol ignition interlock laws), Virginia (lowering the definition of a high-BAC offense from .20 g/dL to .15 g/dL), and New Mexico (mandating alcohol ignition interlocks for all convicted DWI offenders) that were the results of the work of task forces. As an example of the effectiveness of a task force, the Florida task force implemented training for law enforcement on how to conduct sobriety checkpoints properly, legally, and efficiently. The training resulted in a substantial increase in the number of sobriety checkpoints conducted in the State. In New Mexico the task force helped the State legislature pass a tougher law concerning denying service to obviously intoxicated bar patrons.

States that do not have State impaired-driving task forces or similar committees may consider establishing one. Over the past 25 years few States have made substantial progress in reducing impaired-driving fatalities and injuries. Most progress made nationally occurred earlier, from 1982 to 1997 (Fatality Analysis Reporting System, 1982-2021).

Impaired driving remains a challenge. This report may help those traffic safety officials considering creating task forces or those who serve on or work with task forces. NHTSA and the Governor's Highway Safety Association (GHSA) both recommend that States establish State impaired-driving task forces as important tools to address impaired driving. However, little research has been published on best practices for these task forces since NHTSA's *A Guide for Statewide Impaired Driving Task Forces* in 2009.

In 2021 NHTSA contracted with NORC to update the previous study. For this report, NORC conducted a literature review on the current State of task forces in the United States, created a list of currently operating task forces, and conducted discussions with nine selected task forces.

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Methods

Literature Review

NORC’s literature review collected background information prior to conducting discussions with current officials serving on impaired-driving task forces. The review included academic publications as well as literature, covering articles and reports published from 2012 to 2022 on State impaired-driving task forces. For the literature review NORC searched Google using relevant keywords/phrases to find government and highway safety organization reports, as well as reports from State task forces and SHSOs submitted to State governments (to the governor, attorney general and/or state legislature). The literature search identified current and previous State task forces and further information on their chartered mission and work. NORC also searched for specific State task forces known to have been active previously in California, Colorado, Florida, Hawaii, Indiana, Kansas, Kentucky, Massachusetts, North Carolina, Oregon, and Utah to confirm whether they were still active and if published reports were available. NORC identified 19 task forces through the “grey” literature search.

In addition, NORC conducted outreach to identify current State task forces, including working with NHTSA Regional Offices. The study did not include county or local community task forces, and only currently operating State impaired-driving task forces qualified. The Regional Offices sent NORC information about those with currently operating State task forces and contact information. The Regional Offices identified 11 additional State task forces, for a total of 30 task forces, and provided contact information for 29 of them. NORC also contacted MADD to ask officials for any information on State task forces that its State affiliates may know and/or work with. MADD identified 2 additional State task forces. Through these sources NORC located 32 State task forces.

Selection of Task Forces

NORC used literature review findings to describe 15 State task forces currently operating. The descriptions included information from the literature review, as well as the identification of the strengths and unique features of each task force. Based on the descriptions, NHTSA selected 9 State impaired-driving task forces for further study, choosing those with interesting characteristics and geographical representation across the 10 NHTSA Regions.

Task Force Discussions

NORC conducted discussions with nine task forces based on consultations with NHTSA. During these discussions, NORC addressed background information about the task force and participants, verifying information collected from the literature review. In addition, the discussions included topics concerning the structure and content of the task force meetings themselves and task force-related outcomes, impact, and best practices.

To start the process NORC contacted key members of the task force, sending an introductory email, and requesting a discussion. In each case, impaired-driving task force members agreed to share their experiences and have a discussion with the NORC team.

Two NORC researchers attended each discussion. One researcher led the discussion, and the second researcher took notes. Each discussion lasted about an hour. As part of the discussion,

NORC requested and received copies of States' charters for the task forces. (An example of a task force charter is in Appendix A.)

To facilitate analysis of the discussion data, NORC created a crosswalk of the discussion questions and each State's responses to the questions. NORC further used the crosswalk to analyze the data collected for this report.

Limitations

In the time allowed for this study NORC was only able to talk with nine task forces. Discussions with additional task forces may have provided additional insight. In addition, the project was qualitative in nature and collected anecdotal evidence of success. Such an approach appropriate for the time allowed prevented the development of more quantitative analysis. One example is that data delays, inconsistencies in measurement across States, and external factors means that task force success cannot be determined or measured solely by looking at DUI crash or arrest numbers before and after task force implementation. Additional work is needed to create this type of analysis. Finally, task forces that were defunct or had been disbanded were not reviewed to determine causes, so comparison information to successful task forces is not provided in this report.

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Results

Summary of the Literature Review

NORC conducted a literature review of academic literature and State-level reports to identify currently operating State impaired-driving task forces and their characteristics. The review, along with information provided by NHTSA Regional Offices, informed our understanding of the current landscape of impaired-driving task forces. The information was used to select task forces for further study and the identification of best practices.

NORC's review of academic publications identified only a small number of sources, with mostly only passing references to State impaired-driving task forces. The literature review of reports from States and organizations identified additional information. NORC gathered State task force reports and task force charters online. In addition, NORC located State task force strategic plans, which provided background on missions, memberships, priorities, strategies, and current activities.

NORC also obtained feedback from the 10 NHTSA Regional Offices that included information about State task forces in 25 States. Through web searches NORC identified five additional task forces. In addition to the organizing documents for the task forces, NORC also obtained meeting minutes and agendas for these groups.

One publication identified was from the Texas Impaired Driving Task Force (TIDTF) (Texas A&M Transportation Institute, 2018). The report documents five State Impaired-driving task forces, including practices, copies of the charters and statutes for each task force, and lists of the organizations represented in each task force. An updated report includes three additional States where practices better align with TIDTF (Texas A&M Transportation Institute, 2021).

Since the release of the TIDTF reports, States such as Montana and Maryland have transitioned from State to regional/county task forces and other States have established new State task forces. NORC's outreach to the deputy administrators at NHTSA's Regional Offices has confirmed a total of 30 State impaired-driving task forces across the country. In addition, NORC has identified a task force through its online presence (Washington) and another through outreach to MADD (Georgia), for a total of 32 State task forces (plus one in Puerto Rico). Available information varies by task force, with reports, charters, and meeting minutes for some and others simply providing contact information. A list of the State task forces identified is below:

Alabama	Arizona	California
Colorado	Florida	Georgia
Hawaii	Iowa	Kansas
Louisiana	Maine	Minnesota
Mississippi	Missouri	Montana
Nebraska	Nevada	New Mexico
New York	North Carolina	North Dakota
Ohio	Oklahoma	Oregon
Rhode Island	South Carolina	South Dakota
Tennessee	Texas	Utah
Washington	Wyoming	

Attributes of Successful Impaired-Driving Task Forces

NORC’s literature review and outreach provided background information on State task forces. NORC identified 15 active State task forces for further review based on publicly available information. Nine of the task forces were identified for further study based on their characteristics, activity, and NHTSA Region (Table 2). Discussions with representatives from the nine task forces produced information on best practices. Findings from the discussions are summarized below.

Table 2. Task Forces Selected for Discussions

State	NHTSA Region
North Carolina	Region 3
Florida	Region 4
Tennessee	Region 4
Minnesota	Region 5
Texas	Region 6
Nebraska	Region 7
Colorado	Region 8
Nevada	Region 8
Montana	Region 10

Establishing a Task Force

While North Carolina and Minnesota’s task forces have been in continual operation since the 1980s, the other seven selected task forces were established between 2006 and 2017. Tennessee, Texas, Nebraska, Nevada, and Montana established their task forces after the publication of the NHTSA *Guide* in 2009.

NHTSA’s recommendation to form State Impaired-driving task forces continues to be a strong impetus for States. North Carolina, Florida, Tennessee, Texas, Nebraska, and Montana initially established task forces because of NHTSA funding requirements or a priority recommendation made because of a NHTSA impaired-driving assessment. Minnesota’s task force was established because of MADD’s work in the State, Colorado’s task force came about after advocacy around an impaired-driving fatality event, and Nevada organized its task force after the State’s Strategic Highway Safety Plan noted impaired driving as an area of emphasis.

Goal

The primary goal for State impaired-driving task forces is to reduce and eliminate crashes, serious injuries, and fatalities on roadways due to impaired driving. State impaired-driving strategic plans written by the task forces also focus on measuring progress on reducing impaired-driving serious injuries and fatalities. Successful impaired-driving task forces ensure that the strategic plan is implemented and is used to follow progress in each identified activity.

North Carolina, Florida, Minnesota, and Colorado provided information and recommended policies to State legislatures, as well as respond to legislation in circulation. State task forces also served as a means for important impaired-driving stakeholder groups from across the State (including State agencies, law enforcement, advocacy groups, and businesses) to meet and discuss the issues. Bringing stakeholders together allows for individuals to receive and consider information about various aspects of impaired driving from different viewpoints. Such an

approach makes the task force a stronger resource and better advocate for strategies and tactics to reduce impaired driving. For more detailed information on membership, see the *Membership* section below.

Charter

Florida, Tennessee, Minnesota, Texas, and Nebraska operate with charters that outline their mission, purpose, structure, and membership. Colorado enacted its task force by a statute that includes the responsibilities for the chair and vice-chair and lists the stakeholder groups that must be included as members. However, the task force has no charter, and Colorado noted in their discussion that their bylaws were eliminated because they were too rigid. North Carolina's task force originally considered a charter and bylaws but noted in its discussion that it opted against bylaws as unnecessary. Nevada's impaired-driving task force does not have a charter itself but reports to an executive committee that has a charter. Similarly, Montana's task force has an executive leadership team that has a charter, but the task force itself (in the Impaired Driving Emphasis Area) has a plan but no charter.

Differences in State laws mean that task forces report to many different agencies. Task forces in Florida and Minnesota serve as resources and do not report to State agencies. Tennessee and Nebraska's task forces report to the SHSO and the task force in Texas reports to the Texas Department of Transportation. North Carolina submits an annual report to the governor, secretary of transportation, and key legislators, and Colorado's task force reports directly to the legislature. The Nevada task force reports to the Nevada Advisory Committee on Traffic Safety, and Montana's Impaired Driving Emphasis Area reports to the advisory group to the strategic highway plan, which in turn reports to the executive leadership team.

Task forces that report to State agencies are not allowed to lobby their legislatures on specific legislative proposals, although task force members who work for external organizations unaffiliated with the State may lobby. However, while the task forces cannot lobby on specific proposals, the SHSOs and State advisory committees, which the task forces report to, can work to implement specific recommendations provided by the task force. North Carolina and Colorado task forces report to the Governor and State Legislature, both of which have the authority to implement task force recommendations. Members of the Colorado and Minnesota task forces noted that they have considerable contact with the legislature and, therefore, can have an impact. A Colorado task force member noted that "the legislature can include language from the task force and say that the bill is recommended by the task force, and that gives the bill credibility and support." A Minnesota task force member explained that the task force operates as an independent group of diverse stakeholders and is "a highly credible and valued source of information and guidance to the legislature".

Members

Six of the nine State task forces (North Carolina, Tennessee, Texas, Nebraska, Colorado, and Montana) have 25 to 40 members each. Colorado distinguishes between full membership (10 members) and those who attend as representatives of their industry (14 members). Discussions from these six task forces note the value of having all-important stakeholder groups represented on the task force, balanced against not getting too big such that meaningful discussions are not hampered and to ensure that all members can be active and invested in the work. Other States have significantly larger memberships, and these approaches can be successful, too. Florida has

over 60 task force members. Minnesota had about 190 members on the task force email list, though only about 40 to 50 regularly attend meetings. Likewise, Nevada has 132 members, with about 25 to 50 attending task force meetings.

Members are selected to ensure that all stakeholder groups are represented. Task forces referred to the Uniform Guidelines for State Highway Safety Grant Programs, at 49 CFR Part 1300, as setting a baseline for task force membership. Under the requirements, a task force must include representatives from the following groups: the SHSO; State and local law enforcement; criminal justice system (e.g., prosecution, adjudication, and probation); public health; drug-impaired-driving countermeasures (e.g., DRE coordinator); and communications and community engagement. In addition to these specifically identified groups, task forces are recommended to include others as determined necessary. When task force members leave, someone else from the organization they represent is asked to join. Membership has evolved to include new areas for representation, such as oral fluid expertise for drug testing. Having membership from different organizations ensures expertise across all areas of impaired driving and diverse perspectives at meetings. All task forces except Colorado have flexibility to select members who would best fit the needs and goals of its task force. For Colorado, membership categories are written into legislation; members represent the executive directors of State departments, and each executive director is responsible for filling an opening from their department that meets the State statute definition. Colorado also has industry representatives and can modify its statute to include more people as needs and circumstances change. In general, the task forces have recruited new members through word-of-mouth and personal conversations, as well as through professional networks. Members are added to fill gaps in expertise and openings are filled with someone from the same or a comparable agency or organization.

Each of the nine task forces explored has diverse stakeholder representation (Table 3); additional groups may be represented that are not shown in the table.

Table 3. Stakeholder Representation

Stakeholder Organizations	State Task Forces								
	North Carolina	Florida	Tennessee	Minnesota	Texas	Nebraska	Colorado	Nevada	Montana
SHSO representative									
State legislator or representative									
Law enforcement officer									
Alcohol Beverage Control official									
Prosecutor									
Probation officer									
Treatment and rehabilitation representative									
Education (high school; college) representative									
Public relations (media) official									
Researcher									
Insurance industry representative									
Auto industry representative									
Alcohol industry representative									
Hospitality industry representative									
Ridesharing representative (Uber, Lyft)									
Alcohol Ignition Interlock vendor									
Activist (e.g., MADD)									
Judicial representative									
Defense attorney									

Key: Shaded squares denote representation from that stakeholder in the State task force.

Chair/Leader/Facilitator

Appointing a strong leader as task force chair is important. The chair runs meetings, sets the agenda, and works to implement recommendations. Some of the task forces assembled their members and had nominations and voting for the chair. In several task forces, the chair is the Director of the SHSO or another State Department of Transportation official, giving the task force increased authority to make and promote recommendations. A few task forces have a DUI prosecutor or DUI enforcement official as chair. A chair who has leadership qualities, the authority to implement strategies, and the respect of task force members will help make the task force successful.

Meetings per Year

Most task forces have a minimum of four meetings per year. Some of the more active task forces, where strategies are being implemented, hold six meetings each year and some hold monthly meetings. There is no clear best practice for a set number of meetings, but it seems reasonable to hold at least quarterly meetings to keep all members informed and to track progress on impaired-driving countermeasures being implemented.

Attendance at Meetings

Task forces must have at least a quorum of members to conduct business (typically 50%). However, recognizing the importance of the task, it is usual for meetings to have attendance of 75 percent or more of the membership. The discussions from several task forces note that when the meetings are virtual, attendance is higher, as some members must travel for four to five hours to attend meetings in person. The future for meetings is most likely hybrid where most attend in person and some virtually. The key for higher attendance is having members give presentations at meetings, giving assignments to members, and keeping them motivated. Some task forces have a rule where if a member misses two straight meetings, the member loses voting power for that year.

Agenda Items

The task force chair sets the agenda items for the next meeting in conjunction with the SHSO or the task force sponsor. Most task forces have developed an impaired-driving action plan, and progress on each activity is usually on the agenda. The prior task force meeting will guide the next meeting agenda. Typical agenda items include a report on the data, progress on DUI legislation, the effectiveness of current DUI enforcement, various action items, unfinished business, and suggested topic areas by the members. Examples of task force agendas appear in Appendix B.

Subcommittees

Several impaired-driving task forces have subcommittees that meet separately from the main task force meeting and work on specific issues within their area of expertise. Examples of typical subcommittees include those for enforcement, legislation, education, prosecution, adjudication, supervision, treatment, rehabilitation, communication, and for drugs other than alcohol. Members work on action plans and report on important milestones or current progress at the main task force meeting. Subcommittees meet as needed, usually in between main task force

meetings. Subcommittee members volunteer or are assigned according to their expertise. Examples of task force meeting minutes can be found in Appendix D.

Impaired-Driving Strategic Plan

Each State has an impaired-driving strategic plan. The plan might be part of the State Highway Safety Plan or be called the Impaired-Driving Countermeasures Plan. Impaired-driving task forces ensure that the strategic plan is implemented and used to follow progress in each activity. Depending on progress toward reducing impaired driving, the task force helps update and revise the strategic plan as dictated and guided by the data. Impaired-driving strategic plans include a mix of longstanding practices aimed at reducing impaired driving as well as innovative measures compatible with current State approaches towards DUI. Any proposed strategies that are not proven effective usually include an evaluation activity.

Task Forces' Actions and Strategies

Task forces varied in whether they conducted activities as a group. Florida, Tennessee, Colorado, and Montana did not conduct activities outside of the members' own work. Members report on their activities and provide updates on their work during the meetings, but the task force itself does not lead activities and strategies outside of their strategic plans. However, in these situations, members of the task forces still use the task force meetings as a time to learn and network and often partner with each other on projects outside of the task force in their daily work.

Other impaired-driving task forces lead activities. Impaired-driving task force activities align with the States' overall strategic plan and are responsive to local needs and contexts. North Carolina and Minnesota's task forces provide information and advocate for State legislation, such as on ignition interlock devices or requiring Standard Field Sobriety Tests as basic training. Minnesota's task force also testifies before the legislature and helps spread the word about large scale events in the State that highlight the dangers of impaired driving.

Texas's task force convenes an annual impaired-driving forum, where a community is awarded for its work to combat impaired driving. They also develop K-12 education materials for teachers in Texas, write newsletters, and develop social media graphics targeted for specific regions of Texas for education and outreach. Texas also evaluates its task force and has conducted research on other States' task forces by asking about their challenges and successes. Its task force conducts analysis on FARS and Texas Department of Transportation (TXDOT) data, as well as the data of other States (for example looking at impaired-driving rates before and after legalizing marijuana).

In Nebraska, task force subcommittees work to develop strategies concerning different aspects of impaired driving in Nebraska. One task force subcommittee worked to motivate more law enforcement to participate in checkpoints, providing information about the effectiveness of sobriety checkpoints. Another subcommittee developed a local advertisement campaign for impaired-driving issues. They worked with an advertising agency and polled the public to understand the most important issues to Nebraskans and the most effective way to present the information. The campaign was launched this year.

Another example is Nevada's task force, which is working to revise the curriculum for first-time DUI offenders so that it is standardized and of high quality across the State. The task force wants

to make the curriculum more substantive and structured using evidence-based practice, with a treatment component.

Measures of Success

Impaired-driving task forces use both impaired-driving data and progress towards goals to measure their success. Task forces look at whether State impaired-driving crash rates, fatalities, serious injuries, and arrests are decreasing. Nebraska also looked at State reports of BAC levels in arrests, noting that in the last five years they have risen from an average of 0.15 to 0.17. In response, Nebraska is looking to develop countermeasures to reduce the average BAC level at arrest. Minnesota's task force is working to prevent repeat offenses and tracks recidivism rates as well. Montana's task force also tracks citations, warnings, and DUI Court data (how many courts exist and how many offenders are served).

Impaired-driving crash rates, fatalities, serious injuries, and arrests have gone up since the pandemic. Task forces felt that they were successful when these numbers were down but noted that they were not unsuccessful because of these higher rates. Task forces noted that data reflects traffic safety in the State, such as increased substance use, higher speeds, and fewer people using seatbelts. Task forces noted that they were responding to these increased rates but that it often took at least five years to see the impact of countermeasures in the data. Colorado noted that they believed the rates would be even worse without the work of the task force.

The task forces also look at whether they have accomplished their goals from the previous impaired-driving strategic plan, such as increasing the number of DREs and the success of their State impaired-driving public information campaigns. They look at the success of countermeasures they have implemented, and the usage of products and information produced by the task force. Montana's task forces tracked the progress of grant funded activities such as high visibility enforcement. Minnesota's task force also advises on legislation and tracks supported legislation that has been enacted as a measure of its task force's success. Task forces also look at increased engagement between stakeholders both within and outside of the task force as a measure of progress.

Keeping Members Engaged

Task forces work to keep members engaged by making the meetings as interactive as possible. Meetings include presentations by members and time for members to ask and answer questions and to provide their overall input. Data may be presented, and members may hear from outside groups. Members are attentive throughout task force meetings because they are dedicated to addressing impaired driving.

Task force members describe how the engagement of members translates to the completion of task force activities. Meetings are a time for task force members to network, to learn about new and pressing issues in the field, and to express their views. Discussions are informative and useful. The meetings include lively discussions on issues and action steps, but people are open to listening and learning from others. Task forces make sure that their members are dedicated, passionate, and invested in the work.

The chair takes care of the administrative aspects and keeps the discussion on track. The chair ensures that the meetings are well-organized and on time, respecting the members' schedules. The chair also communicates regularly with members between meetings to ensure continued

engagement but is careful not to overwhelm task force members as task force activities are typically in addition to other full-time employment. In Minnesota and Tennessee, the chairs and their administrative coordinators choose the topics for the next meetings and reach out to members or outside groups to see if they can present relevant information on the topic at the next meeting. The chairs also make sure that members lead meetings to increase engagement. Montana's task force comprises mostly State agency members who provide updates from their agencies and then share the updates from other State agencies with their colleagues.

In Texas, the chair uses breakout rooms and calls on people using questioning techniques so that no one perspective dominates the discussion. Texas requires its members to attend meetings. While other task forces do not require attendance, all reported high attendance because their members look forward to attending, despite in some States the need to drive several hours to attend. In Nebraska, Colorado, and Nevada, key members each give short updates each meeting on changes in their impaired-driving area of expertise.

Overcoming Obstacles/Barriers

As with any group, impaired-driving task forces face organizational obstacles and barriers. Information above touched on various types of barriers including lack of participation by some important stakeholders and recognized authority to set direction in the State on impaired-driving program priorities. Some obstacles are easier to address, while others are harder.

Representatives of the North Carolina task force noted limited participation based on the organizational structure of the task force. The task force is taking steps to address this by encouraging one of its members to serve as chair. This would allow the task force to operate more efficiently.

For Nevada's and Nebraska's task forces, limited availability for members is the biggest barrier. Participants noted that Nevada would like to invite new members but that schedules do not always allow for their participation, while Nebraska's members have trouble finding time to research and discuss issues. Nebraska's coordinator works with each subcommittee to communicate across the membership and bring recommendations together; sometimes members of the same committee will meet at different times if they cannot find a time when everyone can meet.

Texas task force representatives noted the difficulty of aligning members' schedules as well as aligning goals and objectives within traffic safety. Another significant barrier cited was the need for the Texas Department of Transportation (TXDOT) to certify data before the task force can use it in its work, as the data belong to the State and must be verified as accurate and reliable. The task force works with analysts to create data dashboards based on crash records information, but often there are delays in getting the data from the State, so that dashboard data become outdated.

Minnesota's task force members cite resources as their biggest obstacle, as the organization is composed of volunteers. The task force's work incurs no cost, but its volunteer members take their own time to attend; resources to provide for a working lunch would increase attendance and engagement. Lack of State funding to support the task force's work was also noted as an obstacle to expanding work and engaging stakeholder members.

Tennessee and Florida task forces note their biggest obstacle being that they do not have the authority to change laws. Members of the task force affiliated with organizations such as MADD can push legislative issues using model language vetted by the task force, but the task force itself cannot support the passage of laws or even implement laws or policy. While Colorado's task force has relationships with the State legislature, participants explain that getting supported legislation is an obstacle. For example, the legislature does not always turn to the task force for feedback, except in cases when legislation is controversial. The task force is careful to make general recommendations only consistent with its current role, but members have noted that the ability to strongly support or oppose legislation under consideration would make the task force more effective.

Implementation of Actions

All nine task forces track their progress in implementing their strategic plans and provide updates to members at every meeting. The person in charge of tracking progress and reporting out differs by task force. In Florida, tracking and reporting progress is the responsibility of the State Safety Office assisted by a contractor. Nevada also uses a contractor to conduct and facilitate its task force and its activities. In Tennessee, internal staff oversee implementation, while task leads report out at meetings on actions taken. The chair of Minnesota's task force tracks task force activity as well as legislative activity, and Colorado's co-chair reports out on task force progress meeting recommendations. Nebraska and Montana each have a task force coordinator to keep minutes and track progress and challenges related to implementing the workplan.

Discussion

Best Practices

The task force discussions identified several best practices, including the following:

- Ensure that members of the task force represent a diverse array of perspectives and groups, including those groups that are specified in the Uniform Guidelines for State Highway Safety Grant Programs (NHTSA).
- During task force meetings, ensure that as many members as possible participate and that various perspectives are shared.
- Keep members engaged. Ask them to give presentations in their area of expertise.
- Hold members accountable for progress in the implementation of strategies.
- At each task force meeting, show the progress being made on action items and the gains being made to attain the task force goal.
- Recognize members who have been instrumental in implementing a task force recommendation.
- Develop an annual report documenting the task force goal and progress on the recommended strategies for that year.
- As appropriate, adopt the Safe System Approach in strategies to reduce impaired driving.
- Consider a range of backgrounds and viewpoints in creating task force recommendations and setting goals, ensuring inclusiveness and equity are foundational aspects of the programs and activities supported by the task force.
- Develop a Statewide impaired-driving plan that sets overall direction for the activities that are pursued at both State and local levels to reduce deaths and injuries caused by impaired driving.

The task forces for this project were fully developed, with engaged membership representing diverse professional backgrounds. Task forces all met regularly, made progress on their action plans, and produced yearly reports and updates on the State of impaired driving in their States and on the countermeasures the task forces were pursuing. Participants provided insight into aspects of their respective task forces seen as critical to overall success. Task force representatives for Minnesota, Nevada, and North Carolina emphasize the importance of involving members representing diverse perspectives, including those that may question the activities of the task force. These diverse viewpoints are seen as a strength as concerns are noted early in the process and addressed, allowing members to achieve agreement on the activities and strategies that are ultimately pursued.

Nevada, Minnesota, and Nebraska also note that **strong leadership** is key to success, along with regular meeting times, so that meetings are a priority on members' schedules. For Nebraska, in addition to a regular meeting schedule, setting hard deadlines for the subcommittees and action steps ensures that the work gets done.

For Tennessee, **NHTSA resources have been used to strengthen its group**. The chair began to work closely with the NHTSA Regional Office seeking advice on how to address group deficiencies and to improve membership. The work with NHTSA reinforced the importance of the task force, which began with five members. The chair and a select group of members then traveled to Florida to observe Florida task force's meetings in action (as an example of a

longstanding and successful group). The Tennessee group identified new practices and approaches to running the task force, including attendance and membership requirements that enhanced meeting interest and attendance. By raising the expectations of member's participation and contribution, members became more serious about the groups and developed a dedication to its mission and success.

Representatives from the Florida and Texas task forces reinforce the need to **entrust members with responsibilities**, for the group to make progress and be successful. For Florida, holding members accountable to complete action items is key to the group's success. Members are given work that aligns with their areas of expertise and report back to the group, so that all contribute information on different issues. In Texas, task force members sign letters of commitment at the beginning of each year. Members understand the task force's mission and recognize the importance of staying connected to and partnering with practitioners, such as K-12 educators and law enforcement.

For the Colorado and Montana task forces, **having engaging meetings** with a variety of meeting activities was an important best practice. Colorado has open agendas and does not have any formal meeting structure; these practices align with the State's culture and represent flexibilities that are important to keeping members engaged and involved. Colorado uses meetings to talk about the mission, current data, and annual report recommendations, representing an opportunity for members to voice their perspectives. Members feel valued and heard and feel that their thoughts, opinions, and concerns are an important contribution to the meeting. Such an approach fosters a strong group culture where despite different perspectives everyone has an equal voice. Montana's meetings are a combination of reporting out activities and informal conversation and collaboration. The structure keeps the group going, and the opportunity for conversation keeps members dedicated to the task force and excited to keep learning from their peers.

Education and Legislation Support

Often, task forces are located within State government. For this reason, the most common limitation expressed is that the task force is unable to advocate for impaired-driving legislation and many members are unable to advocate directly for such legislation. Instead, task forces produce recommendations or respond to information requests from the State legislature. Much legislation advocacy is done by members who work for associations that are allowed to lobby. Association members lobby as representatives of their organizations, not as a representative for the task force, however. Montana task force representatives cannot lobby for legislation as all members represent State agencies with different priorities and budgets. Similarly, Tennessee and Texas task force members implement action steps and advocate for limitations within the scope of their respective jobs. For Texas, the task force is managed through a grant by Texas A&M on behalf of the Texas Department of Transportation, which oversees the implementation of any recommendations. Several other examples exist where the task forces provide general guidance to the public and draws the attention of outside groups that do lobby for specific legislation. These are not coordinated efforts and rely heavily on the task force's ability to provide sound information to the public that explains the pros and cons of specific impaired-driving activities. The Minnesota task force is an anomaly. Because it is an independent body and located outside of a State agency, the task force makes recommendations, and advocates for and advises on legislation. The task force has built its credibility in this way and has seen notable legislative successes.

Conclusion

Summary of Attributes of Successful Task Forces

The nine task forces are successful for the following reasons.

- The task force chair has strong leadership qualities.
- Members are self-motivated and engage in problem solving.
- A large percentage of task force membership attend meetings and participate in discussions.
- A strategic plan is developed.
- A diverse group of stakeholders is selected as task force members.
- Innovative ways are formulated to overcome obstacles.
- Progress in meeting task force goals is tracked consistently.
- Members are held accountable for certain aspects of the strategic plan.
- Diversity, racial equity, and inclusion are integral to task force membership and goals.

Task Force Accomplishments

Impaired driving is a substantial problem in every State. Establishing and operating a State impaired-driving task force can help prioritize and implement effective countermeasures. Successful impaired-driving task forces have been instrumental in the adoption of key legislation and the implementation of valuable programs to reduce impaired driving. Task forces engage all key stakeholders and ensure progress is made in the State impaired-driving strategic plan. Specific accomplishments of successful impaired-driving task forces include the following.

- Increasing highly publicized and visible impaired-driving enforcement
- Providing State Legislators with justification for impaired-driving legislation and laws
- Increasing the penetration of alcohol ignition interlocks as a DWI sanction
- Increasing funding for alcohol/drug treatment programs
- Formulating changes in State alcohol policies
- Improving the availability of alternative transportation for drivers who drink

Acknowledgments

We would like to thank the following people for speaking with us and for providing us with valuable information about their States' impaired-driving task forces.

- Mark Ezzell and Jackie Wilson, North Carolina Governor's Highway Safety Program;
- Ernie Bradley and Chris Craig, Florida Department of Transportation;
- Jason Ivey, Tennessee Highway Safety Office;
- Mike Hanson, Office of Traffic Safety, Minnesota Department of Public Safety;
- Troy Walden and Christine Adams, Texas A&M Transportation Institute;
- Bill Kovarik, Nebraska Department of Transportation;
- Tuesday Black, MADD Colorado;
- Glenn Davis, Colorado Department of Transportation;
- Margaret Matta and Amy Davey, State of Nevada Office of Traffic Safety;
- Shannon Bryant, Washoe County District Attorney's Office; and
- Janet Kenny and Kevin Dusko, Montana Department of Transportation.

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Appendix A. Task Force Charters

Colorado

2022 Colorado Revised Statutes

Title 42 - Vehicles and Traffic Regulation of Vehicles and Traffic

Article 4 - Regulation of Vehicles and Traffic

Part 13 - Alcohol and Drug Offenses

§ 42-4-1306. Colorado task force on drunk and impaired driving – creation – legislative declaration

- (1) The general assembly finds and declares that:
 - (a) Drunk and impaired driving continues to cause needless deaths and injuries, especially among young people;
 - (b) In 2003, there were over thirty thousand arrests for driving under the influence or driving while ability-impaired;
 - (c) Although Colorado has taken many measures to reduce the incidents of drunk and impaired driving, the persistent regularity of these incidents continues to be a problem, as evidenced by the case of Sonja Marie Devries who was killed in 2004 by a drunk driver who had been convicted of drunk driving on six previous occasions; and
 - (d) According to the federal national highway traffic safety administration, other states with a statewide task force on drunk and impaired driving have seen a decrease in incidents of drunk and impaired driving.
- (2) There is hereby created the Colorado task force on drunk and impaired driving, referred to in this section as the “task force”. The task force shall meet regularly to investigate methods of reducing the incidents of drunk and impaired driving and develop recommendations for the state of Colorado regarding the enhancement of government services, education, and intervention to prevent drunk and impaired driving.
 - (a) The task force shall consist of:
 - (I) The executive director of the department of transportation or his or her designee who shall also convene the first meeting of the task force;
 - (II) Three representatives appointed by the executive director of the department of revenue, with the following qualifications:
 - (A) One representative with expertise in driver’s license sanctioning;
 - (B) One representative with expertise in enforcement of the state’s liquor sales laws; and
 - (C) One representative from the department of revenue’s marijuana enforcement division;

- (III) The state court administrator or his or her designee;
- (IV) The chief of the Colorado state patrol or his or her designee;
- (V) The state public defender or his or her designee;
- (VI) Two representatives appointed by the commissioner of the behavioral health administration in the department of human services with the following qualifications:
 - (A) One representative with expertise in substance abuse education and treatment for DUI or DWAI offenders; and
 - (B) One representative with expertise in providing minors, adolescents, and juvenile offenders with substance abuse treatment and related services;
- (VII) The director of the division of probation services or his or her designee;
- (VIII) The executive director of the department of public health and environment, or his or her designee;
- (IX) The following members selected by the member serving pursuant to subsection (3)(a)(I) of this section:
 - (A) A representative of a statewide association of chiefs of police with experience in making arrests for drunk or impaired driving;
 - (B) A representative of a statewide organization of county sheriffs with experience in making arrests for drunk or impaired driving;
 - (C) A victim or a family member of a victim of drunk or impaired driving;
 - (D) A representative of a statewide organization of victims of drunk or impaired driving;
 - (E) A representative of a statewide organization of district attorneys with experience in prosecuting drunk or impaired driving offenses;
 - (F) A representative of a statewide organization of criminal defense attorneys with experience in defending persons charged with drunk or impaired driving offenses;
 - (G) A representative of a statewide organization that represents persons who sell alcoholic beverages for consumption on premises;
 - (G.5) A representative of a statewide organization that represents persons who sell alcoholic beverages for consumption off premises;
 - (H) A representative of a statewide organization that represents distributors of alcoholic beverages in Colorado;
 - (I) A manufacturer of alcoholic beverages in Colorado;

- (J) A person under twenty-four years of age who is enrolled in a secondary or postsecondary school;
 - (K) A representative of a statewide organization that represents alcohol and drug addiction counselors;
 - (L) A representative of a statewide organization that represents persons licensed to sell retail marijuana for consumption off premises;
 - (M) A community-based representative of the substance use disorder prevention field; and
 - (N) A representative from the retail or medical marijuana industry who is an owner or manager of a retail dispensary;
 - (X) The director of the peace officers standards and training board or the director's designee; and
 - (XI) A researcher who is appointed by a majority of the task force members and who specializes in drunk and impaired driving research.
- (b) Members selected pursuant to subparagraph (IX) of paragraph (a) of this subsection (3) shall serve terms of two years but may be selected for additional terms.
 - (c) Members of the task force shall not be compensated for or reimbursed for their expenses incurred in attending meetings of the task force.
 - (d) The initial meeting of the task force shall be convened on or before August 1, 2006, by the member serving pursuant to subparagraph (I) of paragraph (a) of this subsection (3). At the first meeting, the task force shall elect a chair and vice-chair from the members serving pursuant to subparagraphs (I) to (VIII) of paragraph (a) of this subsection (3), who shall serve a term of two years but who may be reelected for additional terms.
 - (e) The task force shall meet not less frequently than bimonthly and may adopt policies and procedures necessary to carry out its duties.
- (4) Repealed by Laws 2017, Ch. 174, § 1, eff. Aug. 9, 2017.
 - (5) Deleted by Laws 2011, Ch. 41, § 2, eff. March 21, 2011.

Montana Charter

Executive Leadership Team Charter

The purpose, membership, role and responsibilities of the Executive Leadership Team are as follows:

Article 1: Executive Leadership Team

Section 1: Name

The name of this committee shall be the Executive Leadership Team (ELT).

Section 2: Origin

The Executive Leadership Team, as identified in Montana's 2015 Comprehensive Highway Safety Plan (CHSP), is the guiding authority on implementing highway safety strategies statewide to reduce fatalities and serious injury crashes. The CHSP was approved by the Federal Highway Administration (FHWA) on June 26, 2015.

Section 3: Purpose

The purpose of the Executive Leadership Team is to provide direction on the implementation of Montana's Comprehensive Highway Safety Plan. The role of the Executive Leadership Team members is as follows:

- 1) Provide leadership and collaboration addressing statewide highway safety needs.
- 2) Prioritize and institutionalize Vision Zero across agencies.
- 3) Commit resources to implement statewide highway safety initiatives.

Section 4: Membership

The Executive Leadership Team shall consist of the following officials who shall be voting members unless designated as non-voting:

- 1) Governor of Montana
- 2) Director, Montana Department of Transportation & Governor's Highway Safety representative
- 3) Director, Office of Indian Affairs
- 4) Attorney General, Department of Justice
- 5) Colonel, Montana Highway Patrol
- 6) Director, Department of Health and Human Services
- 7) Director, Department of Corrections
- 8) Court Administrator, Office of the Court Administrator Office
- 9) Chief Public Defender, Office of State Public Defender
- 10) Montana County Attorney Association
- 11) Montana Sheriffs and Peace Officers Association
- 12) Superintendent, Office of Public Instruction

- 13) Director, Department of Revenue
- 14) Executive Director, Montana Association of Counties
- 15) Executive Director, Montana League of Cities and Towns
- 16) Administrator, Montana Taverns Association
- 17) State Legislative Senator and Representative
- 18) Judiciary Representative

Any Executive Leadership Team member may designate a proxy in their absence. Designation of a proxy shall be in writing addressed to the Secretary of the Executive Leadership Team.

Article II – Duties and Responsibility

The Executive Leadership Team is recognized as the guiding authority on implementing highway safety strategies statewide and has the following duties and responsibilities:

- 1) Identify and remove barriers within and between agencies to achieve Vision Zero.
- 2) Incorporate common CHSP safety strategies and initiatives into agency plans and policies.
- 3) Delegate appropriate staff to participate actively in the implementation of the CHSP.
- 4) Approve the CHSP Emphasis Area work plans and support the implementation of strategies and safety efforts.
- 5) Serve as Montana’s Statewide Impaired Driving Task Force as required by 23 CFR 1200.23.

Section 1: Duties of Chairman and Staff

As the Governor’s Representative for Highway Safety the Director of the Montana Department of Transportation shall be the Chairman of the Executive Leadership Team. MDT will be responsible for providing staff resources to the Team.

- 1) The Chairman shall preside at all meetings of the Executive Leadership Team and call special meetings as needed.
- 2) MDT staff shall document and distribute meeting summaries, attendance, and notify members of meeting and other duties that may be required by the Chairman.

Section 2: Responsibilities - Coordination and Collaboration

Executive Leadership Team shall communicate current and emerging safety issues and goals; and designate staff to the Advisory Committee and Emphasis Area Teams to coordinate statewide efforts and collaborate on policies, programs and activities. Responsibilities include:

- 1) Designation of staff to implement the CHSP safety strategies to ensure active participation, coordination, collaboration, communication, and consistency on programs and activities across agencies.
- 2) Approval of the CHSP emphasis area work plans and strategies, including but not limited to the impaired driving plan.

Article III: Meetings

The Executive Leadership Team shall meet at minimum twice a year to carry out the duties and responsibilities of this Team.

Meeting shall be held in conformance with appropriate sections of Montana Code Annotated (MCA 2-3-203 <http://leg.mt.gov/bills/mca/2/3/2-3-203.htm>) which concern open meeting laws.

Specifically, all meetings shall be open to the public.

The following order of business shall be observed at all meetings:

- 1) Roll Call
- 2) Approval of minutes of previous meeting
- 3) Old Business
- 4) New Business
- 5) Action Items
- 6) Announcements
- 7) Public Comment
- 8) Next Meeting/Adjournment

Article IV: Action Item Procedures

Any Executive Leadership Team member may present an action item to the Team of the whole. The action item shall then be voted on and approved by a simple majority. If known in advance, action items will be indicated on meeting agendas.

Article V: Adoption of Article

These articles may be adopted by a majority of the Executive Leadership Team.

Article IX: Amendments to the Charter

These articles may be amended by a majority of the Executive Leadership Team.

Dated this 12 Day of July, 2016.

Approved for the Executive Leadership Team

By: Executive Leadership Team Chair

Texas Charter



Texas Impaired Driving Task Force
est. 2012

Task Force Charter

PREAMBLE

Impaired driving remains a significant traffic safety and public health challenge in Texas and across the country. Crashes caused by impaired driving have a devastating impact on the lives and families who have been directly affected. In addition, impaired driving crashes cost the State billions of dollars in associated medical costs and work production loss.

Crashes caused by impaired driving are preventable. It is upon the preventable nature of impaired driving crashes that the Texas Impaired Driving Task Force (TIDTF) was established with the mission of eliminating impaired driving in Texas.

ARTICLE ONE: MISSION

The mission of the TIDTF is to eliminate injury and death caused by impaired driving in Texas.

ARTICLE TWO: WHO WE ARE

What began in 2005 as a loosely structured meeting with representatives primarily from enforcement, training, and the Texas Department of Transportation (TxDOT), the TIDTF has evolved into a multifaceted representation of individuals and organizations focused on the elimination of impaired driving in Texas.

The TIDTF is comprised of individuals with expertise in their individual fields who create strategies to eliminate driving while intoxicated (DWI) injuries and deaths. Through discussion between members, the TIDTF is able to identify effective strategies to achieve its mission. Members also share available resources, information, and data to reduce duplicated efforts and improve overall efficiency. The TIDTF also fosters lasting relationships between impaired driving prevention, enforcement, adjudication, and treatment stakeholders and promotes partnerships in different fields with the cohesive goal of eliminating impaired driving.

The TIDTF identifies best practices, innovative solutions, and provides recommendations to TxDOT, allied professionals/program partners, state and local government agencies, organizations, and the general public.

ARTICLE THREE: OFFICERS

The TIDTF is supported financially and administratively by a highway safety grant funded by TxDOT.

- 3.1 CO-CHAIRMEN: There shall be two co-chairmen -- one representing TxDOT and one representing the grant recipient Administration. The co-chairmen shall serve for the duration of the TxDOT grant (historically, one fiscal year: October – September).

- 3.2 ADMINISTRATOR: The duties of the Administrator shall serve for the duration of the TxDOT grant. The Administrator is responsible for coordinating TIDTF meetings and the Texas Statewide Impaired Driving Forum, distributing meeting notes and materials to members, and generally assisting the co-chairmen.
- 3.3 ADMINISTRATION: The Administration generally supports the Administrator. The Administration may be present at TIDTF meetings but are not considered members of the TIDTF.
- 3.4 VACANCIES: Should the co-chairman representing TxDOT resign prior to the expiration of his or her term, TxDOT shall appoint a co-chairman to serve in his/her place. Should the co-chairman representing the grant recipient Administration resign prior to the expiration of his or her term, the grant recipient Administration shall work with TxDOT to appoint a co-chairman to serve through the duration of the fiscal year.

ARTICLE FOUR: MEMBERSHIP

- 4.1 MEMBERS: The TIDTF shall be comprised of agencies, offices, and organizations from public and private sectors of state leadership, each of whom possesses a demonstrated interest in the elimination of impaired driving.

The Co-Chairmen may appoint additional members on an as-needed basis. Members may submit nominations to the Administrator via e-mail. Nominations that fill a gap in membership background expertise will be considered, and if appropriate, pursued.

- 4.2 TERM: Each member will serve a term of one fiscal year (October 1 – September 30) with the option to serve again. There is no limit to the number of terms a member can serve; however, each member shall sign a letter of commitment at the start of each new fiscal year.
- 4.3 RESIGNATION: Any member shall have the right to resign his or her position on the TIDTF. Any resignation should be provided to the Administrator via e-mail. The Administrator may request that another designee be appointed to replace the departing member.

ARTICLE FIVE: MEETINGS

- 5.1 REGULAR MEETINGS: The TIDTF shall meet semi-annually at a time and location specified by the Administrator.
- 5.2 NOTICE: Notice of each TIDTF meeting shall be given at least 6 months in advance by e-mail.
- 5.3 LOCATION: Meetings shall be held at a location place chosen by the Co-Chairmen with due consideration given to the convenience of all members and staff suitable for the occasions.

- 5.4 MINUTES: The Administration shall take and maintain meeting minutes, including a record of the members present. The Administrator shall distribute meeting materials within two weeks of each meeting.
- 5.5 PLANNING: The Administration will serve as a resource and provide logistical support for meeting location, preparations, notice, and minutes.
- 5.6 ATTENDANCE/INACTIVITY: Member organizations may have multiple representatives serving on the TIDTF. Members are expected to attend the semi-annual meetings in their entirety in person. In the event a member is unable to attend a meeting in person, a “substitute” may be sent in his/her place; however, the member will be considered absent from the meeting.

The Co-Chairmen reserve the right to remove inactive members from the TIDTF. Members who are absent from two consecutive meetings regardless of the fiscal year shall be considered inactive and can have their membership removed.

After every missed meeting, the Administrator shall notify absent members about the attendance policy. During every meeting registration period, the Administrator shall re-notify members who missed the previous meeting about the attendance policy.

The Administrator shall notify “inactive” members regarding membership removal after the second consecutive missed meeting.

ARTICLE SIX: SUBCOMMITTEES

- 6.1 SUBCOMMITTEES: The following subcommittees should be organized, chaired, and populated as necessary to accomplish the goals of the TIDTF:
- Awards Selection
 - Education
 - Legislation
 - Website

Members are eligible to serve on any subcommittee. Subcommittee meetings shall be held primarily via webinar and conducted between the semi-annual TIDTF meetings.

Subcommittee Chairs shall work with the Administrator to keep the larger TIDTF apprised of events. Each subcommittee shall independently establish the frequency of meetings with the expectation that each subcommittee will meet at a minimum of once a fiscal year (October – September).

- 6.2 SPECIAL SUBCOMMITTEES AND/OR OTHER SUBCOMMITTEES: The Co-Chairmen shall appoint or disband special and/or other subcommittees as necessary for the efficient operation of the TIDTF.

ARTICLE SEVEN: TEXAS IMPAIRED DRIVING PLAN

One of the primary tasks of the TIDTF is to prepare and maintain the Texas Impaired Driving Plan. The Plan has evolved from a simplified internal assessment into a detailed document that provides both strategic and operational direction for the State and TxDOT specifically in terms of eliminating the impaired driving problem on Texas roadways. To apply for additional federal funding, Texas must submit a statewide impaired driving plan developed and approved by a statewide impaired driving task force each fiscal year.

7.1 APPROVAL PROCESS:

- The Administrator shall distribute or make available the most recent Texas Impaired Driving Plan to members before the end of December.
- Members shall review the Plan and provide comments and feedback for improvement.
- The Administrator shall update the Plan based on received comments and feedback. The Administrator shall disseminate an updated version of the Plan to members for final review.
- Upon final review and concurrence with the updated Plan, members shall submit approval of the Plan to the Administrator.
- The Administrator shall submit the final Plan (including member approval) to the Co-Chairmen by June 15 (unless otherwise discussed) for TxDOT submission to the National Highway Traffic Safety Administration.

Florida 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.

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.

Mission

To develop, recommend best practices, and approve a multi-year impaired driving strategic plan that will support the mission of the Tennessee Highway Safety Office (THSO), plan the Impaired Driving Countermeasures Strategic Plan, and to advocate and support Tennessee's impaired driving program.

Team Structure

The Impaired Driving Advisory Council (IDAC) will function as a parallel team with all members having equal standing. Decisions are made collectively between the THSO and the subject matter expert for areas of emphasis in the Highway Safety Plan's Impaired Driving section.

Responsibility for meeting coordination will be administered by the THSO Impaired Driving Coordinator (IDC) who is responsible for the following:

- Prepare meeting agendas,
- Manage all aspects of meeting, including identification of meeting location, keeping meeting on schedule, and conducting meeting evaluation at conclusion,
- Delegate tasks and follow-up work,
- Compile meeting minutes and disseminate to members, and
- Follow-up on committee recommendations and actions.

Task force members will serve a renewable term of three years, which will allow for both continuity and change. Members will be expected to:

- Attend and participate in all meetings,
- Help determine committee priorities and ways to achieve them,
- Become familiar with alcohol and impaired driving programs and how they fit into the highway safety plan, and
- Accept and carry out assignments.

Chartering Authority

The IDAC is chartered by the Director of the THSO. The IDAC may be dissolved at the discretion of the Director based on changes or alterations of requirements of the Fixing America's Surface Transportation Act (FAST Act) and subsequent authorizations.

Duration

The IDAC will conduct its work beginning May 1, 2013. Annually, the IDAC should evaluate its effectiveness and determine whether its work should continue for a predetermined period of time.

Governance of the Impaired Driving Task Force

The IDAC will meet a minimum of three times per year. A simple majority vote of the members present at a meeting will be sufficient to conduct IDC business. Meetings may be held in person or conducted through a conference/virtual call. Meeting dates and times will be adjusted as needed at the consensus of members. Time for completion of work outside of IDAC meetings will vary but is not expected to exceed one to two hours per month.

Membership

Member representation will include viewpoints of segments of the community that interact with impaired driving highway safety issues. Membership consists, at a minimum, of representatives from the following:

- TN Highway Safety Office,
- areas of law enforcement and the criminal justice system (e.g., prosecution, adjudication and probation),
- driver licensing,
- treatment and rehabilitation,
- ignition interlock programs,
- data and traffic records,
- public health, and
- communication.

Each representative may designate appropriate individuals with the requisite skill, understanding, and commitment to effectively contribute to the IDAC's work. Membership can be no lower than 20 members and there is no established maximum number.

As the nature of the IDAC's work is not confidential, guests may attend meetings/conference calls/webinars as deemed appropriate or necessary by the membership.

5/5/16 (updated) 9/22/17 (updated) 1/22/19 (updated)

7/21/20 (updated)

Nebraska Charter

Nebraska's Impaired Driving Task Force Charter

- Section 1: The Nebraska's Impaired Driving Task Force (NIDTF) was established March 30, 2017, under the authority the Nebraska Governor's officially designated Governor's Highway Safety Representative (GR) and direction of the Nebraska Department of Roads Highway Safety Office (NDOR –HSO).
- Section 2: The NIDTF has been established as an ad hoc group of key multidisciplinary highway safety enforcement, business, health care, media, education, adjudication, and other highway safety advocates.
- Section 3: The NIDTF will approve, monitor, and evaluate the progress of an Impaired Driving Strategic Plan (IDSP). The IDSP contains specific annual and long term goals and objectives. The NIDTF will consider, coordinate, and represent to outside organizations, the views of the Nebraska organizations involved in impaired driving prevention.
- Section 4: The NDOR-HSO Administrator has been designated by the GR as the official NIDTF Coordinator. The NDOR-HSO Administrator will assign an impaired driving project manager to plan, organize, and facilitate the NIDTF meetings. The NIDTF activity will be funded by the NDOR-HSO.
- Section 5: NIDTF key stakeholder representatives are from the Nebraska Departments of: Roads; Health & Human Services; and Motor Vehicles, plus the Court Administrator, the State Patrol, the Crime Commission, Prosecution and Adjudication. Other key members include representatives from local law enforcement agencies, the Attorney General's Office, and Nebraska institutions of higher education.
- Section 6: The identified key Stakeholder member representatives have agreed to biannually submit signed documents confirming their continued support and commitment to participate on the NIDTF.
- Section 7: The NIDTF will hold meetings at least four times annually. Meetings will include reports of: prevention programs, law enforcement, criminal justice, publicity and communication, current program evaluation and strategic planning activity.

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Appendix B. Agendas

FY 21-22 Quarter 4 Meeting Agenda

Thursday August 11, 2022, 1:00 PM – 6:00 PM

Friday August 12, 2022, 9:00 AM – 12:45 PM

Meeting Location: Hilton Garden Inn Lake Buena Vista/Orlando 11400 Marbella Palm Ct. Orlando, Florida 32836

Day 1: Thursday August 11, 2022

Time	Topic	Speaker(s)
1:00-1:15 PM	Welcome & Introductions	
1:15-2:15 PM	2022 Florida DUI Assessment Priority Recommendations – Program Management and Strategic Planning	Group Discussion
2:15-3:15 PM	2022 Florida DUI Assessment Priority Recommendations – Prevention	Group Discussion
3:15-3:30 PM	<i>Break</i>	
3:30-4:05 PM	Presentation: FWC Boating Under the Influence Data	
4:05-5:00 PM	2022 Florida DUI Assessment Priority Recommendations – Communication Program	Group Discussion
5:00-5:30 PM	FDOT DUI Outreach, Educations, and Media Materials	
5:30-5:45 PM	<i>Public Comment Period</i>	
5:45-6:00 PM	Day 1 Recap and Wrap Up	

Time	Topic	Speaker(s)
9:00-9:15 AM	Review of Day One	
9:15-10:15 AM	2022 Florida DUI Assessment Priority Recommendations – Program Evaluation and Data	Group Discussion
10:15-11:15 AM	2022 Florida DUI Assessment Priority Recommendations – Alcohol and Other Drug Misuse	Group Discussion
11:15-11:45 AM	Break	
11:45 AM-12:00 PM	2022 Florida DUI Assessment Priority Recommendations – Criminal Justice System: Legislation/Prosecution/Adjudication/Enforcement	Group Discussion
12:00-12:15 PM	Legislative Updates/Upcoming Legislation	Group Discussion
12:15-12:30 PM	Public Comment Period	
12:30-12:45 PM	<p>Next Steps/Upcoming/Future Presentations/Future FIDC Meeting Schedule</p> <ul style="list-style-type: none"> • Next Steps <ul style="list-style-type: none"> ○ FIDC Action/Communications Plan Finalization and Approval • Upcoming <ul style="list-style-type: none"> ○ FDOT Traffic Safety Resource Center Website ○ FDOT Safety Office Subgrant Funding <p>Applications:</p> <ul style="list-style-type: none"> ▪ Concept Paper Submission Window Opens Jan 1, 2023 ▪ Concept Paper Submission Window Closes Feb 28, 2023 <p>❖ FDOT Concept Paper Website: https://www.fdot.gov/Safety/grants/grants-conceptpapers.shtm</p> <ul style="list-style-type: none"> • Future Presentations <ul style="list-style-type: none"> ○ IPTM Florida Drug Evaluation and Classification Program Updates ○ Recommendations for Presentations? • Future FIDC Meeting Information: <ul style="list-style-type: none"> ○ FY22-23 1st Quarter Nov 17-18, 2022, 	

	Location: Orlando ○ FY22-23 2nd Quarter Feb 15-16, 2023, Location: Orlando ○ FY22-23 3rd Quarter May 4-5, 2023, Location: Orlando (Tentative) ○ FY22-23 4th Quarter Aug 17-18, 2023, Location: Orlando (Tentative)	
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<p><u>Upcoming CTFDID Meeting Dates</u></p> <p>April 15, 2022</p> <p>May 20, 2022</p>
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Meeting Agenda

Register in advance for this meeting:

Mission

The mission of the Colorado Task Force on Drunk and Impaired Driving (CTFDID) is to support the prevention, awareness, enforcement, and treatment of drunk and impaired driving in Colorado through strong partnerships with public, private and non-profit organizations.

The CTFDID brings people together, creating a forum for victims and advocates to access many experts and resources in one place. It provides a formal mechanism to leverage resources in order to create a multi-faceted approach to solving a problem, which is often minimized and understated in our community. The CTFDID acts as a resource for the legislature, enabling it to consider more cohesive, well-thought-out proposals.

Welcome, Introductions and Mission Statement:

- Chief of Loveland Police/CTFDID Chair
 - Attendees introduced themselves and the organization they represent.

Minutes of Previous Meeting:

- CTFDID Chair
 - February minutes

NHTSA Region 8 Update:

- NHTSA Program Manager

Statistics, State Fatality Numbers:

- CDOT
- CDPHE
- Colorado State Patrol

Legislative Updates:

- CSP-if available, MADD

Media Relations and Upcoming Events:

CDOT/Office of Communications

Change in CTFDID Leadership:

Nominations and Voting for CTFDID Chair:

- - Nominations and Voting can come from any CTFDID representative and/or member.

Lighting

Round: CTFDID Chair.

-

Next

Meeting:

- April 15, 2022



Quarterly Meeting

Tuesday, May 10, 2022

11:00 AM – 1:00 PM CST

AGENDA

11:00 Lunch is Served

11:05 Welcome and Introduction of Guests

11:10 Business

- *Announcements*
- *Adoption of 2/14/22 Minutes*
- *Unfinished Business from Previous Quarterly Meeting*
- *New Business*
 - *Member vacancies*
 - *MADD*
 - *TACP*
 - *Prosecutor*
- *Schedule 1st quarter meeting (FFY2023 – October-December)*

11:30 Quarterly Impaired Driving Data Update

TITAN Program Director, TITAN Division/THP, TDOSHS

11:40 Guest Speaker

District Attorney General, 15th Judicial District

12:00 Committee on Legislation Update

(Chair), Traffic Safety Resource Prosecutor, TNDAGC

- Review of New Laws from 2022 Legislative Session

12:20 Presentation – “Safe Systems and the State Strategic Highway Safety Plan” –

Safety Engineer, FHWA, Tennessee Division

12:40 IDAC Strategic Plan –THSO

- Update
- Impaired Driving Fatality Rate Increase
- Review of Two Targets

PREVENTION SECTION

3.2 Develop partnership with Department of Education to implement state-wide impaired driving program	
	3.2.1 Identify Department of Education stakeholder group to begin discussions on program
	3.2.2 Develop timeline for the development and implementation of Department of Education approved impaired driving curriculum

ALCOHOL AND OTHER DRUG MISUSE SECTION

6.3 Evaluate more funding sources for treatment/recovery	
	6.3.1 Identify current sources of funding
	6.3.2 Identify more reliable funding sources
	6.3.3 Create an accessible system for all

12:55 Final Comments and Dismiss

NEXT MEETING:
Tuesday, September 13, 2022
11 a.m. – 1 p.m.

Nevada

Impaired Driving Prevention Key Area

Meeting Agenda

Date/Time: Thursday, October 28, 2021 | 1:00pm – 2:30pm

Dial-In/Online: 984-204-1608 |

Code: 499 155 421#

Agenda

1. **Welcome and Introductions**
2. **Approve 7/22 Meeting Summary**
3. **Data Update**
 - Monthly Fatality Data
 - TRCC Update
4. **Zero Fatalities Campaign Updates**
 - Focus Group Presentation
 - Rapid Response
5. **OTS & NDOT Updates**
6. **NHTSA Update**
7. **Presentation**
8. **Update on Strategies and Action Items**
9. **Open Discussion**
10. **Upcoming Meetings**
 - NVACTS – TBD, Rescheduled from October 21
 - Next Meeting – Thursday, January 27, 2022, 1:00-2:30pm

Attachments:

- A. Summary from 7/22 Impaired Driving Prevention Meeting
- B. Monthly Fatality Updates
- C. Strategies and Action Steps

Appendix C. Meeting Minutes



Meeting Minutes

February 24, 2022 | 9:00 AM
Virtual Meeting

Welcome Introductions - Troy Walden & Christine Adams

- Welcomed everyone to the virtual TxIDTF meeting
- Introduce New Members :
 - Montgomery Co. Vehicular Crimes Chief: Replacing on the TxIDTF as well as the Research and Drug Impaired Driving Subcommittees
 - TxDOT: STEP and Criminal Justice grants Program Manager. He has also joined the Drug Impaired Driving Subcommittee
 - TxDOT: Alcohol and Other Drug Program Manager

New Business

- **2022 Impaired Driving Forum -**
 - Overall, the Forum went really well. We have received positive feedback so far on the sessions.
 - The networking session received some negative feedback due to technical issues and lack of conversation among attendees – we will want to brainstorm on how to improve in the future.
 - There were 429 registrations and 295 attendees (~69% of those who registered actually attended)
 - Denton PD – Traffic Unit used the Forum as a training session. They all watched in one room and discussed in real time what they were learning from the presentations and how the information could be used in their day-to-day duties.
 - Way to go Denton PD! This was a great use of the Forum!
 - The floor was opened to the task force membership to discuss
 - Great presentations, especially Tall Cop, but wish there was more time in some of the sessions
 - There were some technical issues with some of the presentations but overall great information
 - The presentations were recorded (except for Tall Cop) and will be posted to the TxIDTF website. You can also log back into the conference and watch the recordings there.
 - If you are interested in drug-impaired driving, listen to his presentation. He did an amazing job!
 - The task force provided feedback on the presenters they would like to see return in the future and which presenters were not quite as strong.
 - The Forum had great variety. It was difficult to choose between sessions.
 - How can we improve the networking session?

- Breakout rooms by topic (not background)
 - Facilitate conversations
 - Discussion groups after sessions
 - Panel session where attendees can ask the experts questions. Representatives could include law enforcement, prosecutors, judges, and education. The panel could do a brief presentation to set the stage.
 - Question: How can we put the information learned from the Forum into action? Something to think about as a task force.
 - Huge “thank you” to TxDOT for sponsoring the Forum and to the TTI staff who assisted in producing a successful Forum. We plan to be back to in-person next year, barring any unforeseen events!
- **2022 Impaired Driving Assessment -**
 - The Assessment will take place the week of August 15th in Austin
 - The last Assessment was performed in 2015 and was postponed in 2020 and 2021 due to COVID-19. We are excited to finally get the Assessment accomplished this year! The overall goal of the Assessment is to evaluate Texas’ impaired driving programs and identify strengths and weaknesses. The NHTSA experts will also provide recommendations for the State.
 - The Assessment will be HYBRID this year. So, things will look a little different, but the process will hopefully be streamlined and easier than in previous years. Many of the questions will be asked in advance, and electronically. Testimony will be provided for questions that need clarification or further explanations.
 - Timeline:
 - March: Kickoff meeting with NHTSA
 - April-May: Training on the “System” – the online platform where we will submit responses/evidence
 - June-July: Rounds of questioning in System – about 3 weeks to answer the questions assigned to you
 - August: NHTSA review of System responses/evidence; invite Texas stakeholders to participate in interviews in-person
 - Question: have other states done this?
 - This is the first year NHTSA is using this hybrid model for the impaired driving assessment
- **2022 Texas Impaired Driving Plan Review Process –**
 - You have all received individual sections of the Plan to review/revise based on your area of expertise. Please have those revisions in no later than Monday, 2/28.
 - We will incorporate revisions into the new Plan. This document will then be sent to TTI’s Communication department who will edit and format the

Plan into a new template. The 2022 Plan will be sent back to the task force for final revisions and then to TxDOT for review and approval.

- The last step will be for you to sign the document before it is sent back to TxDOT to be submitted to NHTSA. This turn around time will be short. Please watch for correspondence.

TxDOT Update

- New Behavioral Traffic Safety Director
- Based on the available data, Texas is still experiencing an increase in alcohol-related crash fatalities
 - Impaired driving must continue be a top priority. There were more proposals received this year for the Alcohol and Other Drugs Program Area than any other year.
- We are excited to have you a part of the task force!

Subcommittee Updates

- **Legislative**
 - This is a non-legislative year. No upcoming legislation yet that is pertinent to the task force.
 - Bills passed last session are starting to be implemented.
 - SB 6 – Damon Allen Act – Bail Reform (stricter)
 - Effects what information magistrates will have when setting bail
 - Creation of a public safety report system
 - See the [87th Legislative Bill Summaries report](#) for more information on SB 6
 - Forum suggestion: panel on SB 6 and bail reform
 - TxSDY: Community Alcohol To-Go Research Tool (CART):
 - TxSDY: An expert review on marijuana legalization identified best practices were not included in last session’s legislative effort.
- **Education –**
 - Met on November 16, 2021. See [meeting notes](#) posted to the website.
 - We discussed at the meeting.
 - There will be some slight reformatting of the [Reference Book](#) so that it flows better and is easier to read and find information more quickly.
 - Next Steps: Expand to after-school/community based programs. The subcommittee decided that it is best to overhaul the existing book, highlighting programs that can be delivered in the community or in after- school programs.
 - Question: How do we maximize the impact of the Reference Book?
 - Data Driven – provide book to schools with the most significant challenges
 - PROMOTE – Send people to the TxIDTF website to view the book electronically
 - Question: Does the task force have the ability to affect what is being

taught and tested in Driver's Education? Seems like some of the issues we are seeing could be reinforced in training/testing prior to getting a driver's license.

- MADD is always willing to collaborate with driving schools and educate about the dangers of impaired driving & underage drinking prevention and DWI/DUI laws and consequences
- Invite TDLR to the task force

- **Awards**

- Thank you for to everyone who helped solicit award nominations! We had some really amazing award recipients this year.
- The presentation at the Forum was great! Lots of positive feedback. The awards presentation will be made available on the task force website.
- Letters to mayors and supervisors were mailed prior to the Forum in hopes that some of them may be able to attend.
- The press release was distributed after the announcements. Amarillo's release included the link to the

Impaired Driving Champion Spotlight video.

- Time to promote 2023 nominations! The [applications for the safety awards](#) are now open through the website.

- **Research**

- The most recent research review was distributed this month via email and posted to the website. View [here](#).
- Are there any specific topics you would like the subcommittee to review next?
- Resources for everyone: [recoverytexas.org](#) (self-screen, link to chat, link to treatment, etc.) and [bewelltexas.org](#) (virtual and limited in person (San Antonio) treatment for substance use disorders; accepts patients who cannot pay, those with insurance, and self-pay; available for anyone in Texas)
- Add "treatment and resource" section to the TXIDTF website

- **Drug Impaired**

- Several discussions on data sources. What is available? What are the gaps?
 - Presentation from TTI data analyst on drugged driving
- Next steps: identify activities to completed based on the data
- Subcommittee provided feedback on SHSP action items related to drug-impaired driving
 - Overall goal is to move these action items forward

Group Discussion: Review of Strategic Highway Safety Plan Action Items

Review SHSP Strategies related to impaired-driving. Requesting feedback.

- Task force is the emphasis area team for impaired driving
- Goal: Align Impaired Driving Plan with SHSP
 1. Increase education of all road users on the impact of impaired driving and its prevention
 - Effects of impairment – the magnitude of impaired driving on fatalities, make comparisons to other causes of death (murder, plane crashes)
 - Lead with death. Heavy consequence to pay.
 - Impact of impaired driving – consequences (e.g. loss of job, family stress)
 - Based on survey research: The three top motivators to NOT drive drunk are 1) hurting or killing others 2) hurting or killing themselves and 3) jail. The expense of a DWI is also a deterrent.
 - Target new and inexperienced drivers (also applies to speeding and seat belt use)
 - There is a synergy between impairment and speeding or seat belt use. Impairment = lower risk assessment
 - Parents are concerned about their kids being in crashes due to impairment
 2. Increase officer contacts with impaired drivers through regular traffic enforcement
 - Traffic enforcement – educate the police, community leaders, the public and traffic safety partners on the role of regular traffic enforcement stops as a primary tool in detecting impaired drivers and encourage their use to reduce crashes
 - Decrease in DWI arrests and decrease in traffic citations
 - NSC government affairs folks report this is happening nationwide and an increase in legislation for automated enforcement
 - Could be due to a culture/political shift? However, this is department specific.
 - Here's a recent story KVUE did on plummeting tickets. they also indicate distraction and speeding are way up in 2021.
 - Local policy makers need to be educated on the unintended consequences of reducing law enforcement budgets. Less enforcement = increased death toll.
 - STEP grants have increased; only 10% of vehicle stops
 - Data driven approach – to optimize areas and times for enforcement
 - Data is important but need to interpret it correctly as well. For example, DWI cases may look like they are dwindling but in reality, they are being plead down.
 - TxDOT has crash data – What can everyone else provide?
 - Office of Court Administration (OCA) – all cases filed
 - a. Let's get OCA involved with the Traffic Records Coordinating Committee.
 - TTI has lots of great data

- How can we connect this data and make it useable?
Subcommittee?
- Law enforcement – training gaps for police on locations with a high probability for alcohol/drug use that lead to impaired driving
- 3. Increase data, training, and resources for law enforcement officers, prosecutors, toxicologists, judges, and community supervision
 - Train: DWI Detection
 - Train DWI Prosecution and Presentation of Evidence
 - Increase lab resources: Increase resources for labs to address testing capacity and provide testimony
 - Educate: Judges on the DWI process
 - Lots of turnover for judges = trainings needed every year
 - DWI data in crash reporting
 - Train: Community Supervision Personnel

Conclusion and Adjournment

- Email us if you called in for attendance purposes
- A poll will be sent to see who will attend in person meeting in June
- Be on the lookout for more information on the Impaired Driving Plan and Assessment!

**CHSP Impaired Driving
Emphasis Area
Virtual Meeting
Thursday, September 2, 2021**



VISION ZERO
zero deaths - zero serious injuries
**MONTANA DEPARTMENT
OF TRANSPORTATION**

Attendees:

SOAR/Native American/Teens/ Motorcycle Traffic Safety Coordinator, State Highway Traffic Safety Section (SHTSS), MDT

Impaired Driving Program Coordinator, SHTSS, MDT Alcohol Beverage Control Division, DOR

Grants Bureau Chief, Rail, Transit and Planning Division, MDT SHTSS Supervisor, MDT

STEER/ DUI Coordinator

Judicial Outreach Liaison, 13th Judicial District Court, Yellowstone Co.

Addictive & Mental Disorder's Division, Department of Public Health and Human Services (DPHHS) Gallatin Co DUI Task Force Coordinator

Traffic Education Director, Office of Public Instruction (OPI) Law Enforcement Liaison, SHTSS, MDT

Assistant Attorney General, Traffic Safety Resource Prosecutor Jefferson Co DUI Task Force Coordinator

Drug Recognition Expert (DRE) Trainer / Traffic Safety Resource Officer, MHP, Drive Safe Missoula, Missoula Ci-County Health Department

Forensic Science Division (FSD), Department of Justice (DOJ) Forensic Science Division (FSD), Department of Justice (DOJ) NHTSA Region 10 Program Manager

Alliance For Youth, Cascade County Prevention AmeriCorps VISTA

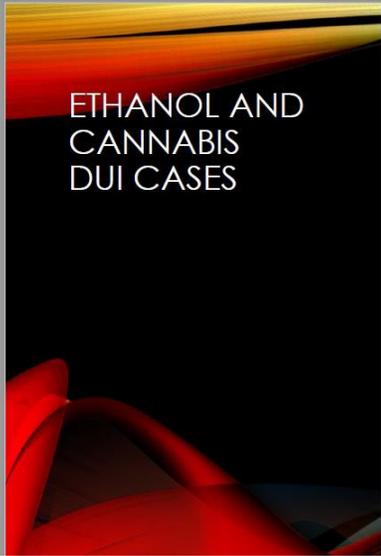
Trauma Systems Manager, EMS & Trauma Systems, DPHHS

Introductions: Attendees all provided a quick introduction.

Meeting Purpose: Report and Track Progress

Toxicology Data Update (Strategy 6)

Forensic Science Division (FSD) provided a toxicology update. Snapshot of slides are provided below. Addition FSD staff was also in attendance to help in answering any questions.



<u>EtOH and Cannabis Found Together</u>			<u>EtOH and THC Found Together</u>		
	Total Cases	% Cases Positive (all)	Total Cases	% Cases Positive (all)	
2018	214	16.0%	176	13.1%	
2019	199	15.1%	170	12.9%	
2020	239	16.6%	192	13.4%	
49% (all drug)			40% (all drug)		

- ❖ The average THC level is over 5 ng/mL and ethanol level is over 0.080 g/dL (~7-8 ng/mL and ~0.085-0.095 g/dL)
- ❖ THC presence is increasing poly drug cases
- ❖ "Drug" means drug testing was performed, not all DUIs
- ❖ "All" means all DUI cases
- ❖ "Cannabis" means THC and/or metabolites present
- ❖ "THC" means only THC present

INCREASE IN DUI SUBMISSIONS FOR 2021

Year	Number of DUIs Submitted Through August	Number of DUIs Submitted For the Year
2019	2253	3358
2020	2327	3520
2021	2667	????

14% increase in DUI cases
11% increase in Postmortem cases

EMERGING DRUG: DELTA 8 THC

- ❖ Delta 9 THC vs Delta 8 THC
- ❖ Both are components in marijuana, potentially similar signs and symptoms
- ❖ Per se law pertains to delta 9 THC only
- ❖ Some cases only have delta 8 THC, which is not currently reported
- ❖ Currently working to validate a method to confirm delta 8 THC because we are seeing it more in casework

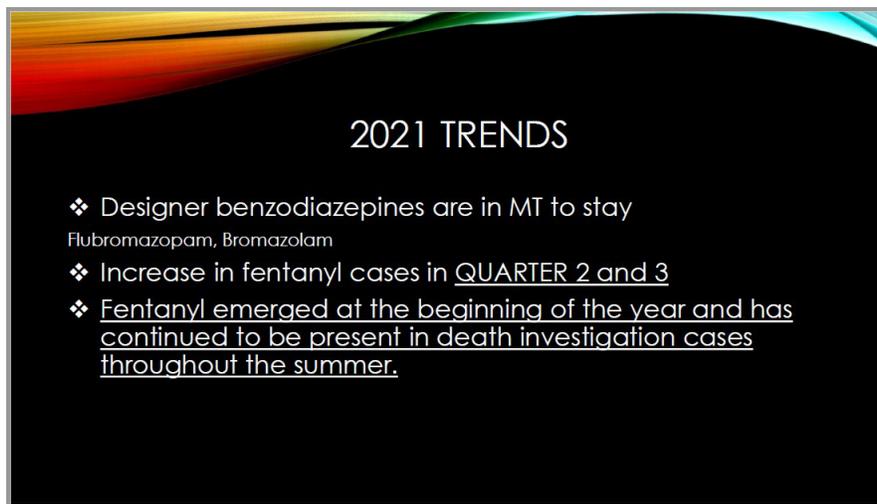
Strategy Updates

Strategy 1: Deterrence and Enforcement

Updates on the STEP and SETT Programs and upcoming Labor Day mobilization (Strategies 1.1,1.2,1.3,1.4,1.6)

Law enforcement training update that SFST, ARIDE and DRE training continues. ARIDE training is being offered statewide to prepare officers for the Recreational Cannabis roll out. (Strategy 1.5)—

Bureau Chief, Commercial Vehicle Operations, Motor Carrier Services was not able to make the meeting but did provide the following updates.



Below is a breakout of the MCS Enforcement Bureau’s work for driver impairment. I’m waiting for the numbers for the TACT activities for aggressive driving. Hopefully I can send you the results by the end of the week.

The rate of Commercial Drivers that have been placed out of service for violations of Alcohol has had a steady increase. The number of Commercial Drivers that have been placed out of service for Drugs has increased sharply in the past 5 years. The numbers in 2020 were down due to the COVID-19 Pandemic and the decreased number of CMV Inspections in the spring and summer months.

Drugs -possession or under the influence 2016 - 2019 had an 833% increase. Alcohol-possession or under the influence, 2016 – 2019 had an 29% increase.

Year	Drugs	Alcohol
2016	3	44
2017	9	33
2018	18	51
2019	28	57
2020	18	43

Below are the citations issued for impairment or possession of alcohol or drugs while operating a commercial motor vehicle;

Data based off citations written.

2020

Alcohol	43
Drugs	18
Total	61
2021 YTD	
Alcohol	25
Drugs	16
Total	41

It is believed that largest factor to the increase in drug possession can be contributed to the availability of legalized Marijuana/THC in nearby states.

Blocks of training each year at our MCS Officer statewide conference where officers are updated on the latest trends, methods of concealment & interview techniques for both drugs and alcohol. MCS has 6 officers that are SFST Senior Operator trained, ARIDE (Advanced Roadside Impaired Driving Enforcement) & Drug Interdiction Training

Strategy 2: Prevention and Education

Brief updates on prevention activities including two upcoming trainings that are provided as attachments to these notes. The two trainings are: Prosecution Training and Tall Cop Says Stop (Strategy 2.1) –

An update on prevention specialist expansion to include counties that are not currently covered by a Prevention Specialist (Strategy 2.1) –

Efforts to restart the Injury Prevention Coalition (Strategy 2.2)

Update on the SOAR Program and Northern Plains DUI Task Force activities — (Strategies 2.5, 2.6)

Update on Gallatin County DUITF actively pursuing an Impaired Driving Min-Grant to partner with MSU film to produce local media focusing on impaired driving.

There will be several Responsible Alcohol Sales & Service train the trainers over the next few months (Strategy 2.7)

Strategy 3: Criminal Justice System

S3.1 Support stronger impaired driving laws.

- DUI Reorganization Legislation that passed during the 2021 Legislative Session is moving through the codification process in Legislative Services.

S3.3 Traffic Safety Resource Prosecutor (TSRP) activities—There is a Prosecution Training set for September 24th in Madison County. Flyer is provided below. He announced he is leaving his position within the Prosecution Services Bureau (PSB) and will no longer be the TSRP. He will be a big void to fill and appreciate all his efforts. There will be continued communication with the PSB about filling the TSRP position.

S3.4 Judicial Outreach activities – No discussion. Judge continues to serve as the NHTSA region 10 Judicial Outreach Liaison. Judge did also report that there will be a DUI Court Operational Tune—up Training on September 9th and 10th. Five Treatment Courts in Montana will be participating in the training.

S3.6 DUI Courts and Treatment Court Training for DUI Offenders -- Montana has 41 Treatment Courts in Montana Seven of those Treatment Courts are DUI Courts. MDT-SHTSS provides direct support for 5 of the 7 DUI Courts. The National Center for DWI Courts continues to provide training in Montana to Treatment Court Teams. A national DUI Court training is planned for July and September to include *10 Guiding Principles* and a statewide treatment court conference is planned for November 2021.

S3.7 Tribal DUI Courts – No discussion.

S3.8 Support license sanctions for DUI Offenders following 61-5-205, 61-5-208 – No discussion.

Strategy 4: Communication Program

S 4.1/4.2 A media RFP is under development for continuation of a statewide media campaign. Labor Day Media will be rolled out statewide.

S.4.3 Monitor the impact of marijuana legalization on roadway crashes and countermeasures in Montana and peer states. – Administrative Rules Writing and comments for recreational marijuana initiative I-190 and the Montana Medical Marijuana Act are underway.

Strategy 5 - Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

S 5.1 -No report from Montana Health Care Foundation.

S 5.2- No discussion on treatment. Update on Prime For Life Activity.

Strategy 6- Program Evaluation and Data

Support a comprehensive picture of impaired driving data, beyond crash data to include Citation, Toxicology, Conviction, Motor Vehicle Licensing, and DUI Offender monitoring data.

2020 crash data has been finalized and posted

<https://www.mdt.mt.gov/publications/datastats/crashdata.shtml>

Announcements-

- September 24, DUI - Alcohol & Drug Prosecution Training, registration required,
- October 4 & 5: [Tall Cop Training | October 04, 2021 - October 05, 2021](#)
- Annual Transportation Safety Meeting – planning in process.

Next Meeting

First Thursday of the month @ 10 a.m. – November 4

Meeting Adjourned



Florida Impaired Driving Coalition
Meeting Report
 April 27-28, 2022

Prepared For:

Florida Department of Transportation

Prepared By:

Cambridge Systematics, Inc.

1.0 Attendees

Members:

Name	Agency Represented	Attendance
	Florida Safety Council	<input checked="" type="checkbox"/>
	Florida Highway Patrol	<input type="checkbox"/>
	Lake Alfred Police Department	<input type="checkbox"/>
	Hillsborough County Sheriff's Office	<input type="checkbox"/>
	Jacksonville Sheriff's Office	<input checked="" type="checkbox"/>
	SunCoast Safety Council	<input type="checkbox"/>
	Florida Department of Law Enforcement (FDLE), Alcohol Testing Program (ATP)	<input type="checkbox"/>
	Florida Police Chiefs Association (FPCA)	<input checked="" type="checkbox"/>
	Second Judicial Circuit, Felony Division C	<input type="checkbox"/>
	Florida Dept. of Health Office of Medical Marijuana Use	<input checked="" type="checkbox"/>
	Florida Highway Patrol (FHP)	<input checked="" type="checkbox"/>
	Florida Department of Transportation (FDOT), State Safety Office	<input checked="" type="checkbox"/>
	Florida Safety Council	<input type="checkbox"/>
	Department of Highway Safety and Motor Vehicles	<input type="checkbox"/>
	Florida Dept. of Health, Office of Medical Marijuana Use	<input type="checkbox"/>
	Chief of Police, Retired	<input checked="" type="checkbox"/>

	Collier County Sheriff's Office	<input checked="" type="checkbox"/>
	Florida Department of Law Enforcement (FDLE), Toxicology	<input type="checkbox"/>
	Tampa Alcohol Coalition	<input type="checkbox"/>
	Miami said Dade State Attorney's Office	<input type="checkbox"/>
	Florida Department of Transportation (FDOT), State Safety Office	<input checked="" type="checkbox"/>
	The Florida Restaurant & Lodging Association Regulatory Compliance Services, Inc.	<input type="checkbox"/>
	DUI Counterattack, Hillsborough, Inc.	<input type="checkbox"/>
	Hillsborough County Sheriff's Office	<input checked="" type="checkbox"/>
	Advocate Program, Inc./Florida Association of Community Corrections	<input checked="" type="checkbox"/>
	District 5 Law Enforcement Liaison	<input checked="" type="checkbox"/>
	St. Johns County Sheriff's Office	<input type="checkbox"/>
	University of North Florida, Institute of Police Technology and Management (IPTM)	<input checked="" type="checkbox"/>
	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	<input type="checkbox"/>
	Stuart Police Department	<input type="checkbox"/>
	Miami Beach Police Department	<input checked="" type="checkbox"/>
	International Association of Chiefs of Police (IACP)	<input checked="" type="checkbox"/>
	Mothers Against Drunk Driving (MADD)	<input checked="" type="checkbox"/>
	University of Miami (UM), Division of Toxicology	<input type="checkbox"/>
	Florida Department of Transportation (FDOT), State Safety Office	<input type="checkbox"/>
	United States Probation/United States Coast Guard (Reserve)	<input type="checkbox"/>
	Orange County Sheriff's Office	<input type="checkbox"/>
	Florida Highway Patrol (FHP)	<input type="checkbox"/>
	Pinellas County Sheriff's Office	<input checked="" type="checkbox"/>
	Pasco County Sheriff's Office	<input type="checkbox"/>
	Students Against Destructive Decisions (SADD)	<input type="checkbox"/>
	Lake County Sheriff's Office	<input type="checkbox"/>
	Palm Beach County Sheriff's Office	<input checked="" type="checkbox"/>
	Florida Association of State Prosecutors	<input checked="" type="checkbox"/>

	Florida Fish and Wildlife Conservation Commission, Division of Law Enforcement, Boating and Waterways Section, Statewide Boating Safety Unit	<input type="checkbox"/>
	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	<input checked="" type="checkbox"/>
	Broward Sheriff's Office	<input checked="" type="checkbox"/>
	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	<input type="checkbox"/>
	Broward County Sheriff's Office	<input type="checkbox"/>
	University of South Florida (USF) Police Department	<input type="checkbox"/>
	Florida Dept. of Criminal Justice System, Alcohol Testing Program	<input type="checkbox"/>
	7th Judicial Circuit State Attorney's Office	<input type="checkbox"/>
	Miami said Dade County State Attorney's Office	<input type="checkbox"/>
	University of North Florida, Institute of Police Technology and Management (IPTM)	<input checked="" type="checkbox"/>
	Florida Law Enforcement Liaison (LEL) Program	<input checked="" type="checkbox"/>
	Florida Dept. of Health Office of Medical Marijuana Use	<input checked="" type="checkbox"/>
	Seminole Police Department (Seminole Tribe of Florida)	<input type="checkbox"/>
	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	<input type="checkbox"/>
	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	<input type="checkbox"/>
	Traffic Safety Resource Prosecutor Program	<input checked="" type="checkbox"/>
	Florida Dept. of Business and Professional Regulation	<input checked="" type="checkbox"/>
	Trial Court Judge	<input type="checkbox"/>
	Orlando Police Department	<input type="checkbox"/>

Traffic Safety Partners

Name	Agency Represented	Attendance
	USF, Center for Urban Transportation Research (CUTR)	<input checked="" type="checkbox"/>
	USF, Center for Urban Transportation Research (CUTR)	<input type="checkbox"/>
	AAA	<input type="checkbox"/>
	University of Miami Miller School of Medicine / Department of Surgery	<input type="checkbox"/>
	AAA	<input type="checkbox"/>

	AAA	<input type="checkbox"/>
	USF, Center for Urban Transportation Research (CUTR)	<input type="checkbox"/>
	SCRAM Systems	<input checked="" type="checkbox"/>
	United States Navy	<input checked="" type="checkbox"/>
	University of Miami Miller School of Medicine / Department of Surgery	<input type="checkbox"/>
	USF, Center for Urban Transportation Research (CUTR)	<input checked="" type="checkbox"/>
	Great Bay Distributors	<input type="checkbox"/>

Coalition Support

Name	Agency Represented	Attendance
	Cambridge Systematics	<input checked="" type="checkbox"/>
	Cambridge Systematics	<input checked="" type="checkbox"/>

2.0 Meeting Notes – April 27

Welcome & Introductions

International Association of Chiefs of Police (IACP), introduced himself and welcomed participants to the Florida Impaired Driving Coalition (FIDC) meeting. He facilitated a round of introductions and provided updates on items of interest happening nationally. He said the latest DRE (Drug Recognition Expert) Report is currently in graphic design and will be published in the coming weeks. He highlighted takeaways from the report. He said Florida’s DREs noted that stimulants are the number one overall drug category and cannabis is still the number one individual substance, with just under 40 percent of citations being poly substance use. He noted that there are 8,150 DREs nationally. There is an ARIDE curricula pilot currently underway in Oklahoma with other pilots planned in Florida and Oregon. He said DRE classes are still being finished. DREs around the country continue to monitor the New Jersey Court Case, *State v. Olenowski*, expecting a ruling soon as weeks of testimony are underway before the special master. The case is expected to be before the Supreme Court of New Jersey in June.

He provided an update on the Technical Advisory Committee meeting that noted DREs are being approached to participate in studies that may use DREs knowledge in experience in ways they may not intend. The studies’ methodology needs to be reviewed before DREs agree to participate. The DRE technical advisory panel is requesting to review the methodology of these studies.

The IACP is working to encourage states to include any impairing substances or drug in their respective Driving Under the Influence (DUI) statutes, noting that Florida is one of six states lacking such language. He noted that there is nationwide discussion concerning cannabis and cannabis variants such as Delta-8 and what they mean for impaired driving.

Participants had the following questions and comments:

- FDOT, asked if Florida DREs are being actively approached to participate in studies that may have motives to misrepresent DREs.
- Some have been approached in New York. He noted that the participation offers are primarily coming from one company, with a significant case in Massachusetts.
- Florida DRE Coordinator, can alert and warn Florida DREs to proceed with caution and refer the offers to him for review.
- There was a study in the District of Columbia (DC) area in which the National Institute of Justice claims that Field Sobriety Tests are not effective in detecting cannabis impairment, while noting that the report is yet to be released. However, some media outlets have reported on the study.

FIDC Strategic Action Plan Goal 1

Cambridge Systematics, identified the first action of the FIDC Strategic Action Plan – expand the Florida Impaired Driving Coalition Membership – and asked Coalition members to provide updates.

(Potential membership is listed below in bold. Action items to be addressed at the next meeting are in italics and underlined).

Outreach Efforts About Membership

Military Representation – This membership goal is complete

Department of Education – The coalition is actively looking for membership representation from the Department of Education (DOE). It was noted that other traffic safety coalitions have had success with DOE representation, but the representative has transitioned to another role.

Multicultural representation – FDOT, is reaching out to the Seminole Tribe.

Toxicology Lab Representation – Members agreed the current representation of toxicology labs is appropriate to support the needs of the FIDC.

Judicial Representation – Hon. Judge will coordinate with judges at their next in person meeting to identify an active judge that would be willing to participate on the FIDC.

Follow up with Judge next meeting as he is not present.

Law Enforcement Representation – Members agreed representation from a small- to mid-sized agency in the panhandle area of Florida could bring a valuable perspective to the coalition. *St. John's County is interested. Walton and Santa Rosa agencies were identified as potential coalition members.*

Defense Representation – The coalition is not actively pursuing this member goal at this time.

Vendor Representation – The coalition is not actively pursuing this member goal at this time.

Public Health – This membership goal is complete.

Participants had following question and comments:

- How many prosecutors currently participate in the coalition?
 - Four prosecutors are listed as members, but as coalition attendance fluctuates more prosecution representation may be warranted.
- Florida Police Association, asked what perspective a civil attorney would provide to the coalition?
 - It would provide insight on DUI cases that slip through the criminal process. There are a number of former prosecutors that have become civil attorneys with good connections with DUI squads.
 - Recommendation for compiling a list of names to send to the coalition.
- Advocate Program, Inc./Florida Association of Community Corrections, said that the standard for multi-cultural representation is for organizations to represent the area being served. She recommends expanding the multi-cultural membership goal to be representative of Florida's cultural breakdown.

FIDC Strategic Action Plan Goal 2

Educate Local Vendors and Distributors on Over said Service – FDOT, said the coalition is looking for ways to promote over-service educational materials.

Participants had the following questions and comments:

- Are agencies were evaluating the enforcement effectiveness for drinks-to-go?
 - Enforcement is just starting. It was noted that there are legal challenges due to the vagueness of how the law is written. A statute clarification on “order,” “ticket” and “to-go” may be necessary.
 - Once more information is acquired the coalition can help draft and distribute materials educating vendors about “drinks-to-go.”

Community Traffic Safety Teams (CTSTs) – Work to incorporate impaired driving content into CTSTs continues, thanking the coalition for their tip card input. The Center for Urban Transportation (CUTR) are moving forward. He reiterated the most frequent request from partners is having materials in hand.

Participants had the following questions and comments:

Tampa Alcohol Coalition She indicated she is interested in joining the coalition after the NHTSA program assessment in July. He emphasized that the post assessment meeting in August will provide a good opportunity for introducing potential members and topics to the coalition.

Clonazepam and other Designer Benzos in Impaired Driving Investigations

Palm Beach County Sheriff's Office, gave a presentation on impaired driving cases involving clonazepam. He provided background on recent novel benzodiazepines in DUI cases in Palm Beach County based on blood and urine tests. He noted that drug trends are regional. Recently, users are changing the types of benzodiazepines they are using. He said that in the beginning of 2021, officers were confiscating what appears to be Xanax, but contains clonazepam, a key counterfeit indicator. He detailed the process of screening for different types of benzodiazepines and how there were several odd false positives in the toxicology lab's analysis. It was found that the metabolite of clonazepam was not being tested for and that the assay would not indicate what

was being detected, despite a positive test result. The potency of clonazepam meant that very little of it would need to be present to be a counterfeit pharmaceutical. The toxicology team tested for the metabolite of clonazepam, seeing a 2 percent drop in unconfirmed benzodiazepine cases. After testing for the clonazepam metabolite the prevalence of clonazepam in the test results increased from 9 percent to 15 percent tying for the 3rd most prevalent benzodiazepine in Palm Beach County. Nick said the fact that clonazepam is not a controlled substance in Florida, poses challenges for DUI investigations. He emphasized that 82 percent of DUI cases are polypharmacy based on blood test results with 30 percent consisting of three or more drug combinations. He reviewed the DUI case that led to the discovery of the need to test for the metabolite of clonazepam. He concluded by saying that regional seized drug information sharing is critical in that drug labs need to be able to expand their scope so that drug chemists can identify new substances. He said virtually all benzodiazepine cases are polypharmacy and that depressant use results in impaired driving.

Participants had the following questions and comments:

- SCRAM Systems, said if someone convicted of a DUI is in a monitoring program, is it likely a drug screen panel would pick this up?
- If the drug screen panel detects benzodiazepine, it might pick up the metabolite, but he emphasized the assay to detect potency is critical.
- Office of Medical Marijuana Use, asked how these drugs are being manufactured.
- It is unclear.
- Do local labs have a listserv or other means of information sharing?
- Toxicology labs rely on seized drug information. All seized drug labs are sharing reports. Many are seeing opioid effects without test results indicating opioid use.

FLHSMV DUI Site Visit Team Update

Update the FLHSMV DUI Site Visit Team. He encouraged the coalition to reach out if interested to participate. He said it is a great way to see the state of Florida and get involved in DUI programs.

FIDC Communications Plan said Goal 4

Action plan items were reviewed in the strategic plan and provided background on the purpose and intent of the communications plan. He said it will be important to monitor the data in presentation to ensure the coalition is aware of shifting target audiences and is refocusing resources to the correct audience. The complete communications plan can be found on the FIDC website ([Florida Impaired Driving Communication Plan_2020 \(flimpaireddriving.com\)](http://flimpaireddriving.com)).

The coalition suggested a presentation on Florida's impaired driving paid media efforts for the next meeting.

Impaired Driving Data Presentation Crash Data Update

CUTR, gave an update on the latest impaired driving crash data. He said the overall trend is staying the same. He delved into impaired driving fatalities, serious injuries, and crashes by time of day, roadway type, and age. He highlighted the decrease in the proportion of impaired driving fatalities in Palm Beach County compared to other counties in Florida. He said he discussed this pattern with the Palm Beach County Sheriff's Office. Based on that discussion, it was noted that

Palm Beach County is very supportive of its DUI unit in terms of budgeting and staffing. He suggested that county level DUI bookings may be a useful indicator of whether or not Palm Beach County's support of its DUI unit is influencing the decrease in the proportion of impaired driving fatalities. He asked for recommendations as to best collect those numbers.

Participants had the following questions and comments:

- Clarification on the reduction in type of crashes.
 - Rollover, head on, and off-road crashes decreased. Vehicles safety features have become more prevalent as well.
- Number of arrests could be helpful?
 - Yes, but help acquiring non-crash DUI arrest data is needed.
- Could we generate a graphic that shows time of day variations overlayed with age?
 - Yes, but the data is mixed because bars were shut down at different times throughout the state.
- Any new suggestions as to why Palm Beach County is having better outcomes than other Florida counties.
 - No answer yet, but CUTR has been discussing it with officers. So far it appears that support of the DUI unit may play a role. Evidence needs to be collected to compare with other counties with less support of DUI units. He noted that qualitative metrics are hard to capture from the crash data.
- Are the other E's (engineering, education, and emergency response) in addition to enforcement are being considered.
 - CUTR will look into the other E's particularly EMS saying that response times may play a role. Palm Beach County's emergency response rate is fast.
- He will provide arrest data in excel format to CUTR.

FIDC Action Plan- Goal 5

Update on the 24/7 Program Best Practices framework. The framework is on hold as the coalition continues to look for a pilot partner agency.

Recommendation to reach out to the Franklin County Sheriff's Office.

The DUI Diversion best practices white paper is available on the FIDC website:
(<http://www.flimpaireddriving.com/practices.html>)

Impaired Driving Assessment (July 25- 29, 2022)

NHTSA Impaired Driving interview process will be held July 26th-29th, 2022. It will be a hybrid system with an online questionnaire. The administrative team will work with coalition members for who will respond to what question. Based on NHTSA's review of those questions they will pick questions for more information. We are pushing NHTSA to provide the questions in advance. He noted that CUTR has secured the hotel for the week of the assessment. The assessment team will arrive that Monday, interviews will be conducted Tuesday through Thursday and Friday will consist of a report out. The assessment team has been approved. They did ask what topics the assessment team wants to know about. Examples included questions for toxicology, crime lab, medical examiners, breath alcohol programs, FARs analyst, judicial outreach, AAA, MADD, traffic safety resource prosecutor, state's attorneys, the OMMU, state patrol, grantee agencies, DRE coordinators, driver's licensing, and ignition interlock. Ernie is

developing an agenda to map out and schedule the assessment. It was noted that law enforcement and MADD (Mothers Against Drunk Driving) have an event at the end of that week indicating that law enforcement participants will likely be unable to attend Thursday and Friday. The assessment team members, emphasizing that is an all-new group different than the 2015 assessment team. It was noted that NHTSA does provide training for the online questionnaire system.

Participants had the following questions and comments:

- IPTM, asked how long each interview will take?
 - In the past the interviews took around 30 minutes.
- When the coalition can expect the assessment agenda.
 - The briefing book will come out first. When the briefing book is sent out, the availability of coalition members will also be checked to develop the agenda.
- NHTSA doesn't require the briefing book, but the team is providing it anyway. It will be broken down by relevant sections.
- Is the 2015 assessment is available on the website?
 - Yes, [State of Florida Impaired Driving Program Assessment -2015](#). The assessment recommendations will form the basis of the coalition's next strategic plan.

Public Comment Period

There were no comments from the public.

Traffic Safety Resource Center

An update was provided on the Florida Traffic Safety Resource Center in its current stage. The front end is largely completed. Chris provided background information on the reasoning behind the creation of the Florida Traffic Safety Resource Center. The Impaired driving topic materials that were currently available were displayed.

Materials are available in multiple topic areas and campaigns. The DUI on bike materials was provided as an example that will be under impaired, campaigns, and the bike/ped topic area. The front-end works, but users can not yet register or order materials.

Day 1 Recap and Wrap Up

He thanked participants for their engagement throughout the meeting and reminded participants to return at 9:00 am.

Adjourn

Day 1 Meeting adjourned at 4:00 pm

3.0 Meeting Notes – April 28

Review of Day One

He provided a recap of Day 1 of the April 2022 FIDC Meeting.

Participants had the following questions and comments:

- Is FARS data includes drugs in their definition of impairment.
 - He will double check the drug definition in the FARS data.
- Palm Beach is aggressive in pursuing grant opportunities.
 - All information on Palm Beach County should be pulled including grant funding activities, Intoxilyzer usage from FDLE, as well as citation information.
- The number of DREs are increasing as are the number of grants to conduct overtime enforcement as well. He said there is a substantial increase in enforcement efforts when grants are utilized.
- Overall crashes are not down, but fatalities are. He said that makes sense if the other traffic safety programs are seeing decreases.
 - He said the number of fatalities and crashes increased for the other focus areas, noting that the proportion of impaired fatalities decreased.
- Are enforcement grants are sought by the Palm Beach County Sheriff's Office?
 - Sheriff's Office have dedicated grant writers.
 - He said leadership and grant utilization are hard to capture through the dataset.
- The DUI and vehicular homicide units are competitive for officers to be in in Palm Beach County.
- Florida Highway Patrol (FHP), said it might be worth comparing crashes and cold stop arrests. He said FHP are reacting based on crashes. He suggested that the greater number of stops may be decreasing it indirectly.
- Jacksonville Sheriff's Office (JSO), compared agency differences in Duval and Palm Beach Counties noting that in Duval all DUIs are under JSO whereas Palm Beach County has multiple police departments in addition to the Sheriff's Office.
 - Many of the police departments in Palm Beach County have several DUI officers.
- The coalition should compare the number of DREs by county and which ones have grant money as well as the number of police departments.
 - Data is available in the DRE fact sheets.
 - The number of calls DREs receive matters too.
- Does the crash report shows the main reason for stop?
 - Response - if the incident does not involve a crash, it is a citation. The reason for the stop should be on the citation reports if it is a cold stop.
- DUI arrest reports can be processed by certain data processing software.
 - Utilizing such software may be feasible to look at one county.
 - Florida Safety Council, said it would be useful to compare with a similar county with fewer DUIs.

FIDC Action Plan Goal 3

The draft model language for Florida's Chemical Test Refusal Law is completed and posted to the FIDC website: [Microsoft Word - Chemical Test Refusals - Model Language Summary -Final 05.13.19 \(flimpaireddriving.com\)](#)

The proposed model language for deferral program parameters and data centralization of offenders that have completed a deferral program is complete and posted to FIDC website: [Microsoft Word-DUI Diversion Programs Suggested Best Practices-Final \(flimpaireddriving.com\)](#)

The draft model language for Florida's Ignition Interlock Law is on hold.

The establishment of a process to link citations to impaired driving court cases is completed.

Participants had the following questions and comments:

- Palm Beach County has a deferral program.
- DUI arrests are low in Miami-Dade County. How have DUI arrests been affected by diversion programs?
 - DUI arrests are down in Palm Beach County as well.
- It would be interesting to see the fluctuation of DUI arrests on diversion program enrollment.
- Discussed other challenges for law enforcement. She said that Miami-Dade County Jail booking is time intensive as an example. She emphasized that there are challenges beyond diversion that can affect DUI arrests especially as police departments are challenged with vacancies and recruitment.
- Motivation to do DUI is low.

The coalition identified that a possible solution could be grant funding that provides jail transfer assistance in larger areas where travel is a challenge.

Florida Dept. Of Health Office of Medical Marijuana Use (OMMU): Program Update

Office of Medical Marijuana Use, gave a presentation on the Office of Medical Marijuana's Use program. She reviewed the content of previous presentations and focused on components of the OMMU registry that were not discussed previously. She also provided context for the value of medical marijuana for patients.

She said that the registry is only to be used for verification purposes. It cannot be used as part of an employment application noting that such action is a medical confidentiality violation, a third-degree felony. She discussed the same day approval process for online applications. The registry is being integrated with FLHSMV information. Applicants submit photos and proof of residency. If a patient is approved, a confirmation email is sent. She said the confirmation email can be utilized by patients to verify proper use of medical marijuana when transporting or purchasing medical marijuana products from a dispensary. However, she noted the verification email cannot be used outside of the short window between a patient's approval and receiving their medical marijuana card, emphasizing that the registry is the best way to verify patient status.

She discussed the 35 day rolling limits for medical marijuana use. Similarly, to a pharmaceutical, medical marijuana patients need physician approval to refill their recommendation. The 35-day rolling limit sets the amount a patient can be dispensed based on the amount recommended by their doctor. Implemented on March 1st the 35 rolling limit rule states that treatment centers and dispensaries cannot dispense more than the 35-day amount. The dispensable amount is viewable by patients, MMTCs, and law enforcement within the registry.

Discussed the appeal for medical marijuana as a medicinal product. She compared the neurological differences between opiates and medical marijuana. She discussed the appeal for certain medical conditions such as alleviating nausea in cancer patients undergoing chemotherapy. She discussed several studies that explored the potential benefits of medical marijuana.

Emphasized that possessing a medical marijuana card does not protect patients from drug free workplace consequences. Employers have the right to determine what they will or will not allow. Card holders are not protected from disciplinary action.

Reviewed the growth in the number of patients in the registry. In the six weeks since the previous FIDC meeting the registry has grown by 32,000 patients, with roughly 5,000 added per week. Since December 2021, the number of patients in the registry has grown by 54,000 patients.

Participants had the following questions and comments:

- Who has access to registry?
 - Law enforcement, MMTCs, patients, caregivers, and some DOH employees.
- Does packaging have descriptions of what a product should look like?
 - The packaging does not have a description, but all products and packaging are subject to strict requirements. All packaging will have the universal THC (Tetrahydrocannabinol, the principal psychoactive component of cannabis) symbol and be plain, opaque, and white. No products should resemble commercially available product like candy. A gelatin cannot use dye and will be natural in color (clear/yellow).
- Do probation entities qualify as law enforcement?
 - No, unless attached to actual law enforcement units. They go through executive users. Law enforcement agencies have executive users, which creates sub users through their own department. It is up to the department to determine who should have access to it. If probation is outside the law enforcement agency, then they cannot access it.
- How can officers differentiate between legal and illegal flower products?
 - That is when the registry and proper packaging comes into play. Any flower not in proper packaging is not allowed and users will have records in the registry of how much flower they should have at any given time. Carmen also noted that patients are expected to transport the product to their home and only use it there or on private property.
- Is the dispensable amount visible to law enforcement users in the registry?
 - Yes, law enforcement users can see dispensable amounts in the registry.
- The opiate registry is on a four-week window. Why is medical marijuana on a 35-day time frame?
 - Florida Statute dictates the time frame.
- What about the paranoia some medical marijuana patients experience?
 - Although largely anecdotal, paranoia side effects differ from patient to patient. There is a lack of credible evidence-based practice studies looking into side effects such as paranoia due to federal illegality. Thus far, the FDA has approved two components from medical marijuana for use in two medications. Some patients that experience paranoia also report the positive effects around nausea and pain relief.
- If a driver is pulled over for driving too slowly, how can the courts prove impairment?
 - It is the same as alcohol. With drugs, there's no per se amount, however. Impairment is determined by roadside officer and DREs and then verified by toxicologists.

- Is there guideline for not driving in terms of the number of hours that need to pass after a patient consumes medical marijuana to safely operate a motor vehicle?
 - The Colorado guideline is three hours based on studies investigating when effects wear off. It varies by patient, but OMMU recommends not driving at all.
 - NHTSA is releasing drug and human performance fact sheets soon. The information being given to DREs is four hours for smokable flower and edibles is up to 8 hours.
 - Is the time frame for the effects to wear off different for the delta 8 variant?
 - Delta-8 is not as intense, but some may take more of it to produce the same effect of medical marijuana.
 - Delta-8 and CBD products are supposed to be .03 percent THC and under. Anything over should be marijuana and therefore medical in Florida. The legislature is not testing Delta-8 and CBD products, however. CBD oil is monitored under hemp laws and regulations at the Florida Department of Agriculture and Consumer Services, FDACS, without a testing program. OMMU tests every medical marijuana product available for sale.
- Are there resources for stopping abuse of medical marijuana?
 - Suspension is not based on abuse but based on a statutory violation. It is up to the recommending physician to determine appropriate amounts for patients.
- Is there anything in statute for doctors to require warning labels to not drive?
 - Yes, there are required warnings. Part of the inspection process includes verification of the posting and inclusion of those warnings.
 - Is the OMMU allowed to send materials out to the registry?
 - Everything goes through the Department of Health approval process, which can take time.
 - There may be an opportunity to send out engaging educational materials about not driving while consuming medical marijuana. Colorado DOT may be worth reaching out to for ideas.
 - Colorado's fact sheet was identified:
 - [\(How high is too high to drive? Cannabis impairment facts. — Colorado Department of Transportation \(codot.gov\)\)](#)

FIDC Action Plan Goal 6

The utilization of an electronic form for DRE Face Sheets submitted to the national database is complete.

An update on the tracking of law enforcement training materials related to impaired driving. DRE is further along than ARIDE and little progress has been made on SFST tracking. There was an attempt to track through FDLE. Due to FDLE's charge being tied to statute and the frequent changes to the training programs, tying them to statute was not a recommended course of action.

Chris said Dennis Siewert is reaching out to FDLE to assist in the ATMS system. For a class to be in FDLE's system, the class must be taught by a CJSTC certified training school. Only those schools have access. Employee agencies cannot enter information into the system. If an officer attends ARIDE training at IPTM, IPTM is not one of those certified so an administrator cannot enter it into that system.

Participants had the following questions and comments:

- Florida Highway Patrol will support the effort. Is there a way for FHP to input the information for their officers if it is not technically taught through their academy?
 - Potentially, but communication will be a challenge.
- What is the process to get IPTM to give credits to officers?
 - IPTM should be able to turn over records for respective agencies to enter.
- The administrative assistant was able to input information. The assistant could find courses dating from the 1980s that he had taken. The information was in there because they met mandatory retraining hours. There is a way to get information in there, but who can search and access it varies. He is unsure if there is a broad way to get each agency to look for SFSTs or have FDLE look at the state level. It's a matter of getting individual agencies to do it and issue certificates.
- If it could be centralized and put in training and put out to DREs.
- Classes must be at approved locations.

Having data on who, where, and when will help significantly. NHTSA funding can come into play for refresher training once that data is centralized and available.

Legislative Updates/Upcoming Legislation

Mothers Against Drunk Driving (MADD), provided an update on potential champions that will use model language. An update on potential developments on blood warrants that may require model language changes.

In the new Bipartisan Infrastructure Law (BIL), NHTSA requirements may change. There may be new pressure for action in certain areas as more money becomes available.

Public Comment Period

There were no comments from the public.

Next Steps/Upcoming Topics/Future FIDC Meeting Schedule

- Impaired Driving Assessment
 - Emails will be sent out with instructions and schedules
- Future Presentations Recommendations
 - Florida Fish and Wildlife Conservation Commission: Boating Under the Influence Data Presentation
 - SCRAM Systems Overview and Update
 - DRE presentation
- The next FIDC meeting is scheduled as follows:
 - FY 2022 Q4 Meeting (August 11 said 12) , Location: Orlando
 - Next year's meeting will be decided based on poll sent out by Ernie.
- The August meeting will be important as it's the first after the assessment. Assignments will begin to be discussed.

Adjourn Day 2 Meeting adjourned at 12:00 pm Contact information for Florida Impaired Driving Coalition questions:

Cambridge Systematics

Transportation Analyst

FDOT

Traffic Safety Program
Manager

FDOT

Traffic Safety Administrator



Upcoming CTFDID Meeting Dates

April 15, 2022

May 20, 2022

Meeting Agenda

Friday, March 18, 2022

9:00 am – 12:00 pm

Mission

The mission of the Colorado Task Force on Drunk and Impaired Driving (CTFDID) is to support the prevention, awareness, enforcement, and treatment of drunk and impaired driving in Colorado through strong partnerships with public, private, and non-profit organizations.

The CTFDID brings people together, creating a forum for victims and advocates to access many experts and resources in one place. It provides a formal mechanism to leverage resources in order to create a multi-faceted approach to solving a problem, which is often minimized and understated in our community. The CTFDID acts as a resource for the legislature, enabling it to consider more cohesive, well-thought-out proposals.

Welcome, Introductions and Mission Statement:

- Chief of Loveland Police/CTFDID Chair
- Attendees introduced themselves and the organization they represent. (40 participants).

Minutes of Previous Meeting:

- CTFDID Chair
- February minutes - No edits, no comments.
 - Motioned to accept by Crystal. 2nd by Tuesday.
 - Motion passed.

NHTSA Region 8 Update:

NHTSA Program Manager, Region 8

Expressed his respect for Chief, “Your services were extremely well noticed. You have done so much for the Traffic Safety Community. We are thankful for all you have done, for the task force and community. We wish you all of the best.”

The National Roadway Safety Strategy was released in January. Heavy emphasis on Safe systems approach. There is a component on alcohol and drugs that focuses on “developing means to accurately measure impairment, reducing drug and alcohol impaired driving recidivism as a top priority in promoting assessment & treatment of drug and alcohol substance use by working with behavioral and public health communities”.

Increasingly focused on working with SAMSA and other Behavioral health partners. He is regularly participating in the persistent drunk driving group (lead by Webster). In Colorado, NHTSA is watching how that space changes with the creation of the Behavioral Health Administration and the movement of some components to the dept of public health. This may have impacts on intersections of behavioral health and substance abuse specialist with the traffic safety community. Very interested in supporting anything to break down the silos that exist between engineering components and behavior components, as well as with the Behavioral Health and substance abuse expertise.

Reminder on how NHTSA can always help. He can bring in expert speakers for any need. Requests can go through any leader. Wide reach for expertise and research, nationwide. He can reach out to him to get something scheduled.

NHTSA released the annual 2020 crash data, showed 14% increase in alcohol impaired driving crashes, 17% in speeding related crashes and a lot of correlation between those. All risky behavior groups were up.

What happened during the pandemic? Why? Did everyone start driving more recklessly? AAA’s recent American Driver Survey study does start to provide some clues. Shows risky drivers drove more, particularly high-risk young men. Of those driving more, 13% had driven impaired within previous 30 days. More about a certain segment of population driving more, driving more recklessly, and having the opportunity of roads that were less occupied. Perhaps their perception about law enforcement played a role as well. This is a continuing area of study; one we all want to hear more about.

Comment: regarding expert speakers, if you have ideas for speakers, we need to take advantage of this resource.

Chief commented we know that dui related crashes are going up here in this state and nationally. Sees this as the next priority challenge for task force. Glad to hear NHTSA is speaking about this as well.

AAA Study

<https://newsroom.aaa.com/2022/02/solving-a-puzzle-with-fewer-drivers-on-the-road-during-covid-why-the-spike-in-fatalities/>

National Roadway Strategy

<https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>

NHTSA 2020 crash data press release –

<https://www.nhtsa.gov/press-releases/2020-traffic-crash-data-fatalities>

Statistics, State Fatality Numbers:

- CDOT - 97 traffic fatalities in Colorado. Down a few from last year, yet still a lot of people who passed away on Colorado roadways.

He receives a report from NHTSA every year. This report is about how the State receives the 405d funding. Colorado is a “mid-range” state. Based on three years of fatality data and miles traveled. To qualify for funding, the Highway Safety Office will continue with the current impaired driving plan because changes will require sending the entire plan to NHTSA.

We have also qualified for pedestrian/bicycle funding, and Motorcycle Safety funding.

- Colorado State Patrol - At previous meeting we spoke about adding 5-year average to State Patrol Impaired Driving Citations & Impaired Crashes report. However, Dr. was not confident with the 2018 numbers available; may add it for the next go around.

Dr. shared her report, including the 4-year average, Impaired Driving Citations & Impaired Crashes, for Colorado State Patrol only.

Clarified that “Perceived” drug impairment is due to not necessarily having the toxicology reports back at the time they are reporting the citations.

Dr will keep working to improve her stats.

Question - why refer to Citations instead of arrests? Col clarified. Not all citations result in an arrest. Multiple arrests compared to actual charges. Citations is where the charges are recorded. Better to count from citations as they are the actual charges.

Legislative Updates

17th, Bill 1142 was killed. Extending bar hours, vote of 13-0. Postponed indefinitely. Concept may return in some form.

Senate Bill 055. Scheduled to be heard today the 18th. Interlock and continued alcohol monitoring. Anticipate this Bill will pass.

Bill 055 did pass this morning. 6-1.

They worked very hard in 2021, to secure funding for HVE funding. We can confirm there will be \$1.5 million in the proposed budget for 2022-2023. Very likely to run a bill to secure this funding source for 2024 and beyond.

Chief - Big Successes! Really Great. Thank you!

- I appreciate everyone’s work on procuring the funding for the HVE. This HVE money is for the smaller agencies that do not receive Federal Money.

State Patrol receive Federal Money and cannot receive State money. Bigger agencies do receive Federal Money. CDOT needs the HVE funding for the smaller agencies to be able to provide impaired driving enforcement. State statutory requirement to perform 12 enforcement periods. Every year CDOT struggles to secure funds. This is third year

funding has come from a different source. This year funding is coming from the Joint Budget Committee.

A dedicated funding source has been something CDOT has been working on for a long time. Thank you everyone, a lot of different partners been involved in this procurement over the year.

Congrats on the HVE funds. How do you determine who receives those funds?

Every year CDOT puts out requests for applications. This is posted on the CDOT website, we also get work out through any partners, Sheriff's Association, Chief's Association and through our Law Enforcement Liaisons.

We have two funding sources. LEAF & HVE. LEAF by statute cannot be used the same time as the high visibility enforcement. So can only be used when there are not any enforcement events. HVE is dedicated 12 enforcement events. Pretty big reach, as many as 100 Agencies receiving funds.

Media Relations and Upcoming Events

- CDOT/Office of Communications

- Just returned from largest Traffic Safety conference, LifeSavers, held in Chicago, where he gave a presentation around Colorado marijuana and driving campaigns. Other states appreciated learning about Colorado's experience when it comes to driving impaired.

While at the conference, He was thrilled to introduce NTSB Chairman during the closing plenary lunch. The presentation focused on the need to stop say the accidents are due to poor behavior. This makes people feel off the hook...people feel there is nothing we can do about traffic safety when it is blamed on behavior.

Safe systems approach, using technology in vehicles, upgrading roadways, doing so many things to correct for bad behaviors on our roadways. There is a lot we can do to correct the issue on our roads. The Safe System Approach is getting a lot of traction. There was a lot of angst at the conference. And a lot of promising tactics including the new strategy coming from NHTSA for how to move the needle back to where it was.

- St. Patrick's DUI enforcement period started 17th. Will continued through the weekend.
- Ramping up Marijuana and Driving efforts as we get closer to 420. Just completed a video with MIG, about joint effort to reach cannabis consumers across the state with marketing and communications efforts about the dangers of driving high. Video will be shared with all.

CDOT also has a continuing education effort to educate Budtenders and cannabis employees across the state how they can communicate with their customers about the dangers of driving high.

We will be at the '420 Festival' with a booth, trying to reach consumers about the dangers of driving high. Lots of materials will be handed out to dispensaries.

(Will provide more information about this next month), we will be launching a new campaign on the western slope about reaching young people around the dangers of cannabis and driving. Focus has been front range but want to extend the efforts to the western slope.

- A press conference was held about the dangers of poly consumption and driving. In addition to the effect of Poly consumption of various substances and the increase in fatalities of the state. Conference went very well.
- New speeding campaign in conjunction with State Patrol. Marketing campaign collaborating with State Patrol. Focus is on El Paso, given the high number of fatalities down there.
- Announcing the Highway Safety Summit coming in July. More information will come out in the months to come.

Who is audience for the safety Summit?

Advocates, grantees, anyone interested in behavior and traffic safety work in Colorado.

Change in CTFDID Leadership

Chief announced he has been appointed Chief in Prescott AZ. He will be leaving the task force. His first day in Arizona is April 11.

Chief expressed he has been very fortunate to serve and work with each of you.

Chief has been Chair on this committee since 2013.

Thank you for the opportunity to serve with you and to serve the victims. Task force still a lot of work to do in America and Colorado. It has been a privilege.

Nominations and Voting for CTFDID Chair:

Nominations and Voting can come from any CTFDID representative and/or member.

Chief motioned for him to serve as Chair.

Seconded by Col. No other nominations.

Motion passed.

He will Chair the Task Force until December.

With this appointment, Vice Chair position is now vacant. Vice Chair Nominations will be on agenda for April.

Lighting Round

All Members:

Well wishes to Chief were expressed from those in attendance. Comments include: Congratulations. Good Luck in your next endeavor. Well deserved. You will be missed. Keep In Touch. Appreciate all of your hard work. Best of luck to you in your next chapter Thank you for your service to Colorado. Thank you for your leadership.

You have always been someone to look up too! Heartfelt, you will be missed Chief. You have left a legacy in Colorado and will continue that legacy in AZ. Where will your loyalty reside, Broncos or Cardinals? Big loss to Colorado with you departing. Colorado Roadways became safer because of the work you have done. You will be missed Chief!

- Colorado Springs Police Department
King Jordan award won. Awarded to Trooper of Colorado State Patrol. Well deserved individual, outstanding young man.
- Colorado DRE/SFST State Coordinator, Highway Safety Office.
2022 DRE school taking place in Castle Rock. April 4 -14th, Graduation on 14th. Anyone interested in auditing the school, please email
 - Happy to report that has formed an alliance with RADD (recording artist against drunk driving) and Safe Nights (An Officer and Community Training program) to provide a new 360 view in communities in trying to fight the educational battle of impaired driving from alcohol or drugs. Will provide more information soon.
- DUID Victim Voices
AZ is trying to do the same data collection and reporting (now tracking), AZ Bill passed House judiciary last week heading to the Senate next week.
- Off Premise Retailers
Apologized for his absence from meetings over COVID Months. Will re-engage in the meetings.
- Peer Assistant Services
Risky behavior or any type of behavior – what does it mean to change behavior. We are always trying to encourage people to change their behavior of getting behind the wheel when they are impaired or other. Screening Brief Intervention Referral to Treatment More about engaging ambivalence around change. If you have an opportunity within your community as a means of engaging people that they can change and acknowledge the belief that they can change. Behavior change is fundamental to this issue! My email:
- Office of Behavioral Health
Last month, mentioned lots of changes in the Behavioral Health Administration. Provided web page that will explain what the Behavior Health Office will be doing.
Behavioral Health Administration - <https://cdhs.colorado.gov/about-cdhs/featured-initiatives/behavioral-health-reform/change-management> . Looking forward to integrating some of the funding streams and information flow that Joe mentioned in terms of getting behavioral health integrated, more into that highway safety and roadway safety, and reducing that recidivism.
- Office of Communications, Colorado Department of Transportation
If anyone wants a copy of the recording from previous mentioned Press conference about the dangers of poly-consumption and driving, send your email

- New Representative for Marijuana Enforcement Division. Excited to join task force. Would like to be a resource for all.
- Division Motor Vehicle Traffic Records Manager, representing Driver License Sanctions. Administrative DUIs that Dept of Revenue received for the month of February 797, 437 of those were refusals. 4 were for minors. Interesting find: 219 were a .15 BAC or greater. Highest BAC being a .36
- Court Monitoring Program Manager, MADD, representing organizations of Different Voices
MADD will have their annual CDOT/MADD Law Enforcement Recognition Awards in May and June. Received 105 Nominations. 33 Winners across the state.
Presentations will be May 4th Grand Junction; May 11th in Colorado Springs; June 1st in Denver. More information will follow.
- Peace Officer Standards and Training, Co. Attorney General's Office
POST is getting back to the pre-covid levels on SFST training. Hoping to have a busy 2023.
- Vice-Chair, Supervisor Highway Safety Office, Co. Department of Transportation
The Highway Safety Office just went through a NHTSA Management Review. This is a big operation for us and NHTSA. Very successful and it went well, improved our organization and relationship with NHTSA.
Our Groups do support each other. Last couple of weeks, from Highway Safety Office has been filling in for the State Patrol by taking minutes. Thank you. Next meeting he will be serving on the task force.
Two openings on Task Force: Vice Chair & Judge. (Judge has left.) Anyone wanting information of these openings.
Received an email from University of Chicago, stating NHTSA has identified Colorado's task force as a leader. Met with NORC (National Opinion Resource Center); CTFDID has diversity, a mission and structure. They were complementing the Task Force. They were very impressed, asked lots of questions. Excited about what Colorado has put into practice. Interested in our culture that we have been able to build. They also stated CTFDID was the most enthusiastic state. Watch for publications coming.

Presented a plaque to Chief.

To Chief,

*The Colorado Task Force on Drunk and Impaired Driving In appreciation of your CTFDID
leadership and service!*

Chief, You are always welcome to the Task Force and will always be a part of the History of the Task Force.

Next Meeting:

April 15, 2022

		Impaired Driving Advisory Council	
		Date: Monday, February 14, 2022	Time: 11:00 AM
Project Description:		An advisory council to foster leadership, commitment, and coordination among all parties interested in impaired driving issues, e.g., highway safety enforcement, criminal justice, driver licensing, treatment, health care, media, education, etc.	
Meeting Called by:			
Next Meeting:		Tuesday, May 10, 2022	
Advisory Council Member Attendance (x indicates attendance)			
			X
Guest Attendees			

Agenda Items	Discussion
Welcome	<ul style="list-style-type: none"> • Quorum present • Welcomed the group and thanked everyone for their attendance • Guests were introduced • Director welcomed all the members and thanked them for their continued commitment to highway safety
Business	<ul style="list-style-type: none"> • Announcements <ul style="list-style-type: none"> ○ TWRA, through a partnership with MADD, will be handing out new rack cards about Boating Under the Influence (an example was handed out) ○ Released some information out of Utah concerning the .05 BAC limit ○ A long time member of the committee, has resigned from MADD • Unfinished Business <ul style="list-style-type: none"> ○ None • Adoption of minutes <ul style="list-style-type: none"> ○ Changes to previous minutes – none ○ Motion made; Seconded ○ Motion passed • New Business <ul style="list-style-type: none"> ○ Announced the new deadline for REAL ID – May 3, 2023 <ul style="list-style-type: none"> ▪ Also announced about new at-home web testing with a parent to proctor and virtual skills testing for new drivers ○ Virtual will no longer be an option for meetings going forward unless it is needed due to extenuating circumstances

Agenda Items	Discussion
	<ul style="list-style-type: none"> • FFY 2022 fourth quarterly meeting was set for Tuesday, September 13, 2022
Quarterly Impaired Driving Data Update – TDOSHS	<ul style="list-style-type: none"> • The Impaired Driving Fact Sheet was discussed. <ul style="list-style-type: none"> ○ A copy of the fact sheet is included with the minutes.
Presentation – “Road Safety Audits” – Manager, TDOT	<ul style="list-style-type: none"> • A presentation was conducted on Road Safety Audits <ul style="list-style-type: none"> ○ Presentation is included with the minutes
Committee on Legislation Update – TNDAGC	<ul style="list-style-type: none"> • A brief discussion of Utah .05 BAC limit was held with good news so far, no reductions in tourism, but a decrease in fatal crashes when a lot of states fatal crashes have gone up <ul style="list-style-type: none"> ○ Drivers are looking for safe rides home ○ Nothing new needed for the training of officers ○ The number of arrests has gone down because of attitude changes ○ Most European countries have a .05 BAC limit ○ A proposal has been put together for a .05 BAC • One bill of note has been proposed (HB 2656 and SB2648) “Truth and Sentencing.” <ul style="list-style-type: none"> ○ Would have a vehicular homicide and aggravated vehicular homicide served at 100 percent (with credits 85 percent)
Presentation – Why Oral Fluids, The Oral Fluids Validation Study, and Oral Fluids Testing Going Forward –DRE and ARIDE Statewide Training Coordinator, THSO, and TBI	<ul style="list-style-type: none"> • A presentation was conducted on Oral Fluid Testing <ul style="list-style-type: none"> ○ Presentation is included with the minutes

Nevada Impaired Driving Prevention

Meeting Summary

Date/Time:	Thursday, May 26, 2022
Chair:	NV Traffic Safety Resource Prosecutor (TSRP), Washoe County District Attorney
Vice Chair:	DPS OTS
Facilitator:	Kimley Horn

Topics

- See attached Monthly Fatality Report (as of 4/30/22).
- Statewide crash data available at www.nevadacrashdata.com.
- (NDOT) provided an update from the Traffic Records Coordinating Committee
 - The TRCC is working to complete the 2023 Traffic Records Strategic Plan, with support from the National Highway Traffic Safety Administration’s (NHTSA’s) Go Team.
 - Working with Federal Highway Administration (FHWA) on the Roadway Data Improvement Program ([RDIP](#)). There was a RDIP workshop held recently that re-energized state and local partners regarding the importance of quality data. Looking to partner with agencies across the state to improve the processes for collecting, managing and utilizing roadway data.
 - Engaging with the Department of Motor Vehicles (DMV) to involve them in the TRCC and coordinating driver and vehicle records.
 - Next TRCC Meeting is Tuesday, June 14.
- Zero Fatalities Campaigns
 - All campaign materials are available on <https://zerofatalitiesnv.com/>.
 - Impaired Driving “Yet Man” campaign scheduled to run Memorial Day to Labor Day. Premiering at Tenaya Brewing in coordination with “100 Deadliest Days).
 - A new position as director of Clark County’s new Office of Traffic Safety.
- OTS Updates
 - 2023 Highway Safety Plan underway, due to NHTSA next month.
 - Currently reviewing Grant Applications for 2023.
- NDOT
 - Kicking off Local Road Safety Plans (LRSPs) for state and Federal funding of local safety projects. LRSPs can fulfill the “Comprehensive Action Plan” requirement for Safe Streets and Roads for All Grant funding.
- Nevada Advisory Committee on Traffic Safety (NFACTS):
 - Traffic Safety Policy Priorities Approved to move forward in April. If you have any questions,
 - Consider Oral Fluid Devices for Roadside Testing
 - Give more of a complete picture. Many states use them.
 - Address pre-trial treatment, post-adjudication.

- Non-evidentiary, non-invasive, shows presence of a substance, recent use, not an impairment test. Help determine if 1 or more drugs other than alcohol is in the system. Shows what to test for.
 - (NHP) shared that it has been used on some level since 2009 and is accurate. NHP pursuing a bill draft request (BDR) for oral fluid testing (adds language to NRS 484C.150).
 - Road Safety Cameras (automated enforcement)
 - Higher Fines in School Zones
 - Primary Seat Belt Law
 - Graduated Drivers License Additions
- National Highway Traffic Safety Administration (NHTSA) Updates:
 - Early estimates of 2021 Fatalities released, up 10.5% year over year (alcohol involved up 5%)
 - 2020 Finalized – 229 Children killed in alcohol related crashes. When driver impaired, 56% of child passengers unrestrained. (Note: FARS reports alcohol related, not all impaired).
 - Updating July 4th Campaign for Buzzed Driving prevention.
 - Safe Streets and Roads for All Grants – upcoming webinars.
 - The “Action Plan” needs to meet stated criteria to qualify for implementation funds.
 - Nevada Traffic Safety Summit
 - October 19-20 at the Nugget in Sparks.
 - [2022 Traffic Safety Summit - Zero Fatalities \(zerofatalitiesnv.com\)](https://zerofatalitiesnv.com) for registration, call for presentations, awards, sponsor/exhibitors
 - Strategies and Actions Update (see attached for update)
 - An update on the Tribal Court Outreach project. See attached summary.
 - DUI Court awarded \$17,000 for training on Screening and Assessments.
 - Changes to NEC 458 for DUI Curricula include increase in hours for DUI course from 8 hours to 12 hours; curricula limited to established list from DMV, evidence-based, and training for providers.
 - Working with Administrative Office of the Courts to obtain Recidivism data.

Actions

- Update Strategies and Action Steps. See attached.

Decisions

- Next meeting of the Impaired Driving Key Area Task Force will be Thursday, August 25, 1:00-2:30pm.

Links/Resources:

- [STRATEGIC HIGHWAY SAFETY PLAN - Zero Fatalities \(zerofatalitiesnv.com\)](https://www.zerofatalitiesnv.com)
- [Nevada Advisory Committee on Traffic Safety - Zero Fatalities \(zerofatalitiesnv.com\)](https://www.zerofatalitiesnv.com)
- [2022 Traffic Safety Summit - Zero Fatalities \(zerofatalitiesnv.com\)](https://www.zerofatalitiesnv.com)
- NHTSA Links
 - [Crash Stats: Early Estimate of Motor Vehicle Traffic Fatalities in 2021 \(dot.gov\)](https://www.dot.gov)
 - [NHTSA's 2021 Estimate of Traffic Deaths Shows 16-Year High](https://www.dot.gov)
 - [Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories 2021 \(dot.gov\)](https://www.dot.gov)
 - [2020 Data: Children \(dot.gov\)](https://www.dot.gov)
 - [2020 Data: Large Trucks \(dot.gov\)](https://www.dot.gov)
 - [2020 Data: Motorcycles \(dot.gov\)](https://www.dot.gov)
 - [4th of July | Traffic Safety Marketing](https://www.dot.gov)
 - Safe Streets and Roads for All (SS4A) home page:
<https://www.transportation.gov/SS4A>
 - NOFO PDF: <https://www.transportation.gov/grants/ss4a/nofo>

Resources: <https://www.transportation.gov/grants/SS4A/resources>

- FAQs: <https://www.transportation.gov/grants/ss4a/faqs>
- Webinar Series: <https://www.transportation.gov/grants/SS4A/webinars>

Attachments:

- A. Statewide Monthly Fatality Data (as of 4/30/2022)
- B. Impaired Driving Strategies and Action Steps
- C. Tribal Court Outreach Findings

Nevada OTS – Tribal Court Outreach

General Findings

1. Most of Nevada's Tribal Courts are quite small operations. Of the tribes contacted, only two have a full-time onsite judge. In most courts, hearings are scheduled and the judge sits only one day a week, and in at least one court, only once a month.
2. The tribal courts contacted universally have a miniscule impaired driving caseload, handling from zero to 3 cases a year. One court reported zero impaired driving cases in the last 3 years.
3. The courts that were contacted that have the smallest service populations and overall caseloads do not utilize a computerized case management system to track, monitor and report cases filed and adjudicated in that jurisdiction. One court maintained a docket of one year's worth of vehicular traffic-related cases on two pages of a legal pad, and most of those cases were speeding tickets.
4. Most tribes, even one that has significant tribal commercial entity financial revenue, have fewer than 10 sworn police officers, and traffic enforcement is not a major priority.

5. At least one tribe continues to use Bureau of Indian Affairs police who will enforce federal laws on tribal lands as well as tribal laws if the tribe has formally requested them to do so. BIA police will not enforce state law.
6. At least one tribe has adopted Nevada's state traffic laws rather than enacting their own tribal laws.
7. None of the tribes who have been contacted have a long-term (30 days or more) detention facility.
8. Of the tribes contacted, more than one indicated one of the following responses regarding roadways on tribal lands: (a) most of the roads are state highways and traffic enforcement is performed by local, county or state law enforcement officers, with violators cited into state courts; (b) tribal roads are mostly in the housing areas and provide little opportunity for tribal police to identify impaired drivers; and (c) tribal land and non-tribal fee land are checker-boarded, even on roadways and highways, so traffic enforcement jurisdiction is haphazard.
9. None of the tribes contacted have a drug court, DUI court or other specialty or problem-solving court. At least two tribal judges indicated interest in working with available state court resources in the area, such as programming and services for offenders or DUI/Drug courts.
10. Due to the relative absence of impaired driving cases in most tribal courts, the tribes who have been contacted have not created any specific or formal programming for DUI offenders, although there do exist some culturally-based services or programs available within the tribe that are utilized predominantly for other issues such as child welfare or domestic abuse situations that address substance use disorder in part.

DOT HS 813 496
April 2024



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**



16083-032224-v4