

# State of Iowa

## Impaired Driving Strategic Plan

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**GOVERNOR'S  
TRAFFIC  
SAFETY  
BUREAU**

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# Overview



The purpose of the Impaired Driving Strategic Plan (IDSP) is to provide overall guidance to all agencies and private groups who are involved with various aspects of reducing the problems caused by impaired driving. Specifically, the Iowa Impaired Driving Task Force was formed for the approval, implementation, and future enhancements of the Strategic Plan. The Impaired Driving Strategic Plan is for the 2024 to 2027 timeframe.

Alcohol-impaired fatalities represented 34 percent of all traffic fatalities in the state of Iowa in 2022 (FARS). The following chart identifies the number of alcohol-related, alcohol-impaired and drug-impaired related fatalities in addition to the percentage of overall crashes and fatalities for 2019-2022. This is Iowa Department of Transportation data prior to National Highway Traffic Safety Administration (NHTSA) imputation/analysis.

Year	Total Fatalities	Alcohol Related Fatalities	Alcohol Impaired Fatalities	Drug Related Fatalities
2019	336	86 (25.60%)	67 (19.94%)	57 (16.96%)
2020	343	86 (25.07%)	68 (19.83%)	87 (25.36%)
2021	356	74 (20.67%)	56 (15.73%)	75 (21.07%)
2022	336	79(23.51%)	66(19.64%)	65(19.34%)

Over the past five years in Iowa, an average of eight people died or were seriously injured each week in a crash involving an impaired driver. Every day in the United States, about 39 people die in impaired driving crashes — that represents 31 percent of all traffic fatalities for the year.

Under the Bipartisan Infrastructure Act, states that have an average impaired driving fatality rate per 100 million vehicle miles traveled (VMT) that is 0.60 or higher are considered high-range states. States are considered mid-range if their average impaired driving fatality rate is lower than 0.60 but higher than 0.30 and low-range state if it is 0.30 or lower. Starting in FFY 2024, Iowa was designated as a mid-range State from a previous designation as a low-range State. A mid-range is required to have a task force/coalition with representatives from various disciplines and a strategic plan approved by the task force/coalition.

# Program Management and Strategic Planning

## **Task Forces or Commissions:**

In February 2016, the Iowa Impaired Driving Coalition was formed to address the growing percentage of fatalities associated with impaired driving. The coalition, which was composed of a diverse representation of stakeholders, recognized the need to address impairments of all kinds and understood that impaired driving is a statewide problem requiring many strategies to make progress. With that understanding, the coalition developed the Iowa Statewide Impaired Driving Plan in September 2016, which was a comprehensive plan identifying strategies to reduce impaired driving fatalities within the State. Unfortunately, the Coalition was dissolved following the retirement of a key staff member of the Governor's Traffic Safety Bureau (GTSB) that facilitated the Coalition.

New management recognized the need to establish an Impaired Driving Coalition to address the problem of impaired driving in the State. During FFY 2022, the GTSB formed the Impaired Driving Task Force. The members are representative of the organizations as required to ensure compliance with the Bipartisan Infrastructure Act.

In addition to the Impaired Driving Task Force, the Central Iowa Traffic Safety Task Force (CITSTF) is a task force comprised of law enforcement agencies from central Iowa.

Throughout the year this task force conducts multiple multi-jurisdictional enforcement projects. In addition to the benefits of the high visibility enforcement efforts, the activities of CITSTF are highly publicized by the local media which helps promote traffic safety during these special enforcement periods.

## **Strategic Planning:**

The Highway Safety Plan uses a comprehensive driver behavior-based approach to addressing highway safety using data to identify the types of behavior that result in significant traffic crash injuries and fatalities on a state's roadways. Problem areas are prioritized, and Iowa is working to determine data-driven solutions to drive down injuries and fatalities most effectively. This plan considers geographic and demographic information, as well as driver behaviors that lead to crashes, to implement proven countermeasures to deal with the identified problems.

To assist in developing a plan to reduce the impaired driving fatalities and injuries in the state, the Iowa Governor's Traffic Safety Bureau hosted a NHTSA facilitated Impaired Driving Program Assessment in April 2022. In 2022, the Traffic Injury Research Foundation also provided technical assistance and recommendations to the Iowa Governor's Traffic Safety Bureau for their Impaired Driving Program.

## **Program Management:**

The designated lead agency in Iowa for impaired driving program management and operations is the Governor's Traffic Safety Bureau (GTSB). The GTSB is located within the Iowa Department of Public Safety (DPS) with the GTSB Bureau Chief reporting to the Commissioner of DPS, who serves as the Governor's Representative (GR) of highway safety for Iowa. The GR is the direct link to the Governor's Office communicating traffic safety concerns, challenges, needs, and proposals. Likewise, this is the individual to whom the Governor would communicate directives concerning traffic safety.

The GTSB currently has an Impaired Driving Coordinator whose emphasis has been the Drug Evaluation and Classification (DEC), Standardized Field Sobriety Testing (SFST) and Advance Roadside Impaired Driving Enforcement (ARIDE) programs. The GTSB recently selected a second Impaired Driving Coordinator who will coordinate the overall impaired driving program. The current Impaired Driving Coordinator will continue to oversee the DEC, SFST, and ARIDE Programs.

## **Resources:**

During FFY 2024, Iowa received \$4,906,901 in Section 402 State and Community Highway Safety funding, \$2,615,677 Section 405d Impaired Driving Countermeasures funding, and \$75,073 Section 405d 24/7 Sobriety Program funding under the Bipartisan Infrastructure Act.

## **Data and Records:**

Iowa has a rich history as a leader in traffic safety data collection. Iowa has been one of the nation's leaders in the organization of a Statewide Traffic Records Coordinating Committee (STRCC). It is also a leader in the collection of electronic traffic crash data. Electronic collection and submission of data helps eliminate much of the human error that can occur in the collection of this data. This ensures traffic crash data are timely and available to those that depend on the information to identify traffic safety problem areas and to act swiftly to address any issues.

Iowa has established long-term safety vision and short-term targets. Although zero fatalities are Iowa's long-term vision, the state also recognizes the need to establish short-term goals to pursue this vision. The Federal Highway Administration published the Highway Safety Improvement Plan and Safety Performance Management Final Rules in 2016. As part of these rules, states must develop statewide targets annually for five safety performance measures, including:

- Number of fatalities
- Rate of fatalities per 100 million VMT
- Number of serious injuries
- Rate of serious injuries per 100 million VMT
- Number of non-motorized fatalities and non-motorized serious injuries

These targets serve as short-term goals for the state. In developing the strategies and content within the Strategic Highway Safety Plan, the Advisory Team considered how the strategies would support the targets and goals defined annually by the state. As these targets are established, adjustments will be considered to either the targets or strategies to align with Iowa's long-term vision of zero fatalities.

### Communication Program:

Iowa's public awareness campaigns focus on educating drivers and passengers on the different impairments and their effects on driving. The communication plan supports the following:

- Training for new Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) officers.
- Enhance detection through special Operating While Intoxicated (OWI) patrols and related traffic enforcement.
- Implement countermeasures at access locations to reduce wrong way driving on multi-lane divided highways.
- Educating the public on designating a driver, calling a cab, or using a transportation network company to not risk driving impaired.



# Prevention

## Promote Responsible Alcohol Service

Responsible alcohol service training is essential for anyone – especially those under age 21. The Iowa Restaurant Association has received a GTSB grant to teach ServSafe Alcohol™ across the state. The training is a four hour in-person instruction taught by a professional educator and a current bar owner instructor. There is a charge of ten dollars per student for the source book and the exam.

## Community Engagement

Stakeholder and community engagement are vital to implement equitable and successful programs and countermeasures that reduce impaired driving.

The GTSB has direct connections to the state’s impaired driving partners, stakeholders, and communities. Among others, the GTSB relies on the following key partnerships for engagement for comprehensive safety solutions to impaired driving challenges:

- Strategic Highway Safety Plan (SHSP) Advisory Team
- Statewide Traffic Records Coordinating Committee (STRCC)
- Fatality Reduction Task Force
- Mothers Against Drunk Driving (MADD)
- Alliance of Coalitions for Change (AC4C).
- Law Enforcement Liaison (LEL) and his network

## Promote Transportation Alternatives

The GTSB’s Media and Communications Specialist manages impaired driving campaigns using a strategic mix of mediums targeting key demographics that include promoting transportation alternatives such as, rideshare services, designated drivers, and public transportation.

Through a partnership with Doll Distributing, the GTSB promotes the Decide to Ride campaign, an effort to prevent drunk driving organized by Anheuser-Busch, Mothers Against Drunk Driving, and Uber that provides a discount to use the ridesharing platform. The initiative encourages individuals to use a rideshare service instead of driving under the influence of alcohol.



## **Conduct Community-Based Programs**

Iowa's comprehensive Drug Control Strategy identifies trends and prioritizes responses, including promising approaches for reducing substance misuse in Iowa. The report sets several broad goals for future progress:

- Reduce deaths related to the use of alcohol, tobacco, and other drugs
- Reduce injuries associated with the use of drugs, including from drug-impaired driving
- Reduce youth use of alcohol, nicotine, and marijuana
- Increase access to Substance Use Disorder (SUD) services
- Increase employment among those in or completing SUD treatment
- Reduce incarcerations for drug-related offenses, and the disproportionate number of minorities referred to the justice system.

The GTSB has awarded funding to the Clinton County Substance Abuse Coalition and the newly formed Story County Early Treatment and Impaired Driving Prevention Coalition for FFY24 to support community coalitions that focus on substance misuse and impaired driving prevention.

## **Schools**

Per capita consumption data, which is based on resident population, must be viewed in light of the large number of colleges and universities in Iowa, and the potential impact of student populations on certain communities. The University of Iowa adds over 30,000 students to Iowa City's population of 73,432, pushing the population over 100,000. Iowa State University's 30,000 students make Ames their temporary home, raising that city's population from 67,000 to nearly 100,000. Cedar Falls increases from 40,400 to an estimated 53,000 when the University of Northern Iowa is in session. Another population-based factor in Alcohol and Other Drug (AOD) use is tourism, including recreation and vacation homes on Iowa's many bodies of water.

The Iowa Department of Health and Human Services (HHS) conducts annual Behavioral Risk Factor Surveillance System (BRFSS) surveys. Self-reported binge drinking (i.e., five or more drinks on a single occasion) in the past 30 days among adults in Iowa has remained between 19 to 21 percent, approximately five percentage points above the national average. Self-reported heavy alcohol use (i.e., more than 14 drinks per week for males and more than seven drinks per week for females) among adults has fluctuated with a low of 5.9 percent to a high of 8.2 percent. Iowa's rate often exceeds the national rate. The most recent data in 2020, Iowa's rate of heavy drinking among adults was 8.2 percent, compared to 6.7 percent nationally.

The Iowa Youth Survey (IYS) and the Center for Disease Control’s Youth Risk Behavior Survey (YRBS) were administered in Iowa. These surveys collect valuable youth health behavior data that drives funding, programming, and policy decisions across Iowa. The results of the most recent survey are as follows:

<b>Measure</b>	<b>Iowa Average %</b>	<b>US Average %</b>
1. Percentage of 12 to 20-year-olds who used alcohol in the last month.	19.02	19.83
2. Percentage of 12 to 20-year-olds who binge drank alcohol in the last month.	13.63	12.71
3. Percentage of 12 to 17-year-olds who perceive great risk from drinking five or more alcoholic beverages once or twice a week.	37.66 (statistically significant)	43.30
4. Percentage of 12 to 17-year-olds meeting the criteria for a DSM-IV alcohol use disorder in the past year.	2.46	2.23
5. Percentage of 12- to 17-year-olds needing but not receiving treatment for an alcohol use disorder at a specialty facility in the past year.	2.31	2.15
6. Percentage of traffic crash deaths involving a 15- to 20-year-old driver in which that driver had a blood alcohol content of 0.01 or higher.	15	20

## **Employers**

Iowa has a free and confidential Employee Assistance Program that provides assistance with many issues, including alcohol and other drug misuse.

The State also offers a Driver Improvement Program for individuals who are mandated to participate following violations to avoid suspension, for individuals who want a reduction in insurance, or for individuals meeting employer requirements, such as truckers needing safety education. The program helps participants to:

- Discover how attitudes affect driving behavior
- Understand how attitude and emotions influence whether the driver is in control
- Understand techniques that help drivers avoid crashes and promote safe driving
- Understand the effects that drugs/alcohol have on driving ability
- Develop a renewed awareness of driving responsibilities

The Iowa Department of Health and Human Services considered providing the Distracted Reckless Impaired Visibility Enforcement (DRIVE) program but faced barriers including cost and COVID-19. They are exploring pilot testing now that the pandemic is hopefully abating.

## **Community Coalitions and Traffic Safety Programs**

In addition to the Impaired Driving Task Force, the Central Iowa Traffic Safety Task Force (CITSTF) is a task force comprised of law enforcement agencies from central Iowa.

Throughout the year this task force conducts several multi-jurisdictional enforcement projects. In addition to the benefits of the high visibility enforcement efforts, the activities of CITSTF are highly publicized by the local media which helps promote traffic safety during these special enforcement periods.

MADD wants to prepare teens with tools to resist peer pressure and empower them to take the next step and influence friends to make the right choices. Their future is determined by the decisions they make today.

Power of You(th)<sup>®</sup> is one of the MADD programs that provides research-based information on the dangers of underage drinking and other drug use.



## **Criminal Justice System**

### **Laws**

Iowa has a comprehensive set of laws to address the impaired driving problem. The laws fall into several categories as follows:

- Offenses and other laws
- Mandatory penalties
- Enhanced charges and penalties for certain statuses
- Driving while suspended or revoked
- Youthful offenders
- Implied consent to alcohol concentration test and other evidence
- Administrative license revocation
- Special evidentiary qualifications
- Alcoholic beverage control
- Sentencing tools, including Ignition Interlock Device (IID), vehicle forfeiture, mandatory alcohol evaluation and treatment, and education.

The upward trend of drivers being under the influence of some type of drug is concerning as the legalization of marijuana continues across the country. Iowa law allows for medical cannabidiol products through licensed dispensaries. Iowa Code Section 124E.2(10) defines medical cannabidiol to be limited to a “form recommended by the medical cannabidiol board, approved by the board of medicine, and adopted by the department pursuant to rule”.

Starting December 1, 2018, Iowa citizens were able to receive and use medical cannabidiol products through licensed dispensaries pursuant to Iowa Code Chapter 124E and Iowa Administrative Code 641.154. Chapter 124E and Iowa Administrative Code allows for “the manufacture and sale of products that contain both CBD and THC” (<https://idph.iowa.gov/omc.For-Law-Enforcement-and-Public-Safety>). However, citizens are not allowed to smoke medical cannabidiol and the products cannot be THC-infused edibles. To ensure that law enforcement officers are current on laws, annually approximately two hundred and fifty officers receive motor vehicle law training in the Basic Academy class. Iowa has a GDL law which allows a learner’s permit to be obtained at age 14. The state continues to see a slight increase in the number of licensed drivers age 14-20, therefore, the GTSB plans to expand programming in this area. Iowa is one of approximately 27 states that still have alcohol exclusion statutes. Under this insurance law, car insurance providers may refuse to pay medical and other expenses incurred by injured drivers who are impaired. This creates a disincentive for the medical facility to test and/or record the presence of alcohol in the medical record of an injured driver. With input from the Iowa DOT, a bill was filed by the Coalition for Ignition Interlock Manufacturers (led by Intoxalock) for the adoption of a compliance-based removal ignition interlock device (IID) program for OWI offenders. The Bill passed both House & Senate and was signed by Governor Reynolds on April 19, 2024. <https://www.legis.iowa.gov/legislation/BillBook?ga=90&ba=sf2261>

## **Enforcement**

The primary focus to combat impaired driving in Iowa continues to be enforcement and education. High visibility enforcement remains an effective countermeasure. Two DRE schools were conducted in FY 2023 that included 28 graduates certified as DREs. Eleven DRE Instructors were added to the DRE program. There were 652 enforcement evaluations conducted in 2023 and an additional 278 DRE training evaluation. The DRE evaluations were entered in the DRE National Database.



This project contributed to the targets listed in the Highway Safety Plan as it is critical to have officers trained in identifying impaired drivers. The DRE program is an intense training that covers the seven major drug categories. For the evaluations conducted the DREs identified the following:

- 109 CNS Depressants
- 368 CNS Stimulants
- Three Hallucinogens
- 25 Dissociative Anesthetics
- 151 Narcotic Analgesics
- Seven Inhalants
- 481 Cannabis
- 60 Alcohol
- 233 Poly Drug (Which equals 25% of all enforcement evaluations conducted).
- 59 No Impairment (Which equals 9% of all enforcement evaluations conducted).
- Ten Medical Impairments (Which equals 2% of all enforcement evaluations conducted)

In FFY 2023 the Iowa DREs had a 92 percent accuracy rate in the drug category they identified and was confirmed by toxicology.

During FFY 2024, the GTSB utilized a combination of Section 402 and 405d funding to support impaired driving efforts.

Iowa's LEL is tasked to work with law enforcement agencies in the state addressing behavioral safety issues, specifically speeding, impairment, distracted driving, and lack of seat belt use. The state's LEL helped promote and enhance state and national safety programs, initiatives, and campaigns, and perform a myriad of functions, including planning, organizing, networking, promoting, recruiting, implementing, reporting, and evaluating law enforcement's activities in support of the state's highway safety program. The state's LEL conducted the following activities:

- Attended numerous meetings throughout the state and NHTSA Region
- Participated in several traffic safety webinars hosted by NHTSA and the Governor's Highway Safety Association (GHSA)
- Facilitated meeting with over 40 Iowa law enforcement agencies, discussing the importance of traffic safety, recruiting new law enforcement contract holder, and promoting state and national traffic safety campaigns.
- Conducted traffic safety presentations for the Iowa State Patrol Command Staff and Traffic Safety Advisory Team, Central Iowa Traffic Safety Task Force, Police Law Enforcement Executive Association, and the Iowa State Sheriffs' & Deputies' Association Annual Conference.

- Developed and continually updated a comprehensive email contact list of all Police Chiefs and Sheriffs in Iowa.
- Sent out periodic GTSB updates to all Chiefs of Police and Sheriffs in Iowa, highlighting traffic safety campaigns.

The GTSB contracted with 167 law enforcement agencies to conduct high visibility enforcement efforts in FFY2023.

The following provides the cumulative activity of agencies funded for this project.

Overall Activity – All Agencies Overtime Enforcement Hours 12,974.47

- 544 OWI Arrests – Alcohol
- 669 OWI Tested – No Arrests
- 124 OWI Arrests – Drugs
- 122 DRE Call Outs (GTSB Stop Only)
- 156 OWI Drug Tested – No Arrest
- 80 Underage Possession (Traffic Only)
- 200 Open Container
- 11 Zero Tolerance (.02%) Violations

Efforts by these agencies contributed to the targets listed in the Highway Safety Plan through the enforcement and education of laws related to traffic safety which helps to promote positive driving behaviors. The overtime efforts worked by these agencies focused on impaired driving. During FFY 2023, twelve ARIDE classes were held with 271 officers and seven prosecutors trained. In November 2022, DRE officers worked with the Iowa Attorney General’s Office and the State Traffic Safety Resource Prosecutor (TSRP) to provide a one-day ARIDE class along with an alcohol workshop at the Prosecuting Attorney’s Training Conference. 165 prosecutors were in attendance. This project contributed to the targets listed in the Highway Safety Plan as ARIDE training addresses the gap in training between the Standardized Field Sobriety Testing (SFST) and the Drug Evaluation and Classification (DEC)/Drug Recognition Expert (DRE) certification. The program provides officers with general knowledge related to drug impairment. A significant component of ARIDE training is the required student demonstration of the SFST proficiency requirements.

256 students were taught SFST in the Basic Academy Class in 2023. 25 students received the SFST Instructor training. Law enforcement officers were also taught the OWI Wet Lab, OWI Scenarios and Report Writing, OWI Detection and SFST Certification, OWI Enforcement Techniques, SFST Instructor Certification Course, SFST Instructor Re-Certification Course, OWI Refresher Course in the Basic Academy.

The GTSB developed the following target:

- Reduce the number of alcohol-impaired driving fatalities 3.47% from the 2017-2021 average of 103.6 to a 2022-2026 average of 100 by December 31, 2026.

Strategies to reach the target:

- Through the administration of Section 402 and 405d funds, support overtime enforcement and educational efforts
- Through the administration of Section 402 and 405d funds, provide funding for the purchase of GTSB approved equipment
- Continue ARIDE training throughout the state
- Continue to support the certification of a minimum of 14 officers annually as Drug DREs
- Participate in NHTSA Regional enforcement activities focused on impaired driving/420 events
- Provide funding to support the state's TSRP
- Provide funding to support efforts of the Criminalistics Laboratory which pertain to impaired driving.
- Provide funding to support law enforcement training efforts through the Iowa Law Enforcement Academy (ILEA)
- Continue to review and implement recommendations identified from the 2022 Impaired Driving Assessment
- Maintain an Impaired Driving Task Force and create an Impaired Driving Strategic Plan

### **Publicizing High Visibility Enforcement:**

GTSB works with a media partner to publicize NHTSA's impaired driving high visibility enforcement waves in December and August through September. GTSB also funds campaigns in April, June, and July to warn drivers about the consequences of driving impaired.

Enforcement messages educate and serve as a deterrent. GTSB uses a combination of digital marketing, radio, and TV to reach at risk demographics. Based on an intensive market research project, GTSB launched a new multi-media campaign, "No One's a Good (Unsafe, Drunk, High, Reckless, Distracted) Driver", in 2024. These PSAs are available to traffic safety advocates.

In addition to paid media campaigns, GTSB sends a press release to media outlets statewide before each project. Interview requests are fielded by experts in the highway safety office or by law enforcement partners.

## **Prosecution:**

Iowa's TSRP provided various training opportunities for prosecutors, law enforcement officers (including DREs, SFST instructors, and ARIDE instructors) and consulted regularly with law enforcement officers, prosecutors, attorneys, and state agencies. Iowa's TSRP stays closely connected to law enforcement and prosecutors and his engagements build strong, trusted relationships.

The TSRP assisted in the coordination of a one-day training "Understanding Chemical Impairment – From Recognition through Prosecution" at the 2022 Iowa County Attorney's Conference. This training was attended by approximately 165 prosecutors.

The TSRP also helped facilitate the County Attorneys Fall and Spring Conferences and Iowa Acts of Interest to Law Enforcement Workshops which were attended by approximately 356 prosecutors. Throughout the year, approximately 1,200 law enforcement officers received instruction provided by the TSRP at various workshops and courses focusing on impaired driver detection, apprehension, implied consent, report writing, and testimony preparation. Various other presentations were made to law enforcement groups at the request of the GTSB and Iowa Law Enforcement Academy staff. These topics included OWI case law updates, search warrant issues, warrantless searches, distracted driving, trial preparation, courtroom testimony, defending the SFSTs, officer observations against defense attacks, the court process, constitutional issues, statutory phone call rights, independent testing, and OWI enforcement issues. The TSRP will continue to offer these services to prosecutors and law enforcement officers.

The TSRP prepares, updates, and distributes quarterly advisory bulletins which provides information on court decisions and/or legislation impacting OWI or implied consent laws. The TSRP also attends the TSRP National Conference.

## **Adjudication:**

The GTSB will continue to build relationships with the Judicial System. The Judicial Branch has established two new impaired driving specialty courts in the state.

The GTSB is in the second year of funding for a State Judicial Outreach Liaison (SJOL). The program is through a cooperative agreement between NHTSA and the American Bar Association (ABA) to support the creation of new SJOL positions. The SJOL will be utilized to educate judges through peer-to-peer interactions and will be an asset in the continued efforts to build relationships with the Judicial System. The GTSB also utilizes the Regional JOL to continue to build these relationships.

Throughout fiscal year, the Judicial Education & Development team, along with support from the Human Resources team, maintained the traffic safety bench book on a secure internal site (Judicial Insider). The Judges Traffic Law Bench Book was continuously developed and maintained to ensure the safe administration of municipal infractions and criminal infractions related to traffic safety. The Judges Traffic Safety bench book, made accessible to all Iowa judicial officers will continue to maintain traffic and legal resources within the bench book, evaluate the usage and utility of the resource, and continually seek new strategies for making the information more accessible. During FFY 2023 the bench book had 5,155 hits and 1,062 unique users.

### **Administrative Sanctions and Driver Licensing Programs:**

Iowa Code 321J governs the penalties associated with impaired driving in the State. In Iowa, impairment is defined as a blood alcohol concentration (BAC) of 0.08 for adults age 21 and older operating a private vehicle, 0.04 for operators of a commercial motor vehicle, and 0.02 for those under the age of 21.

Iowa's implied consent law means that any person who operates a motor vehicle in the State agrees to have a blood, breath, and/or urine test performed to determine alcohol level or presence of drugs, whenever a law enforcement officer has reasonable grounds to believe the person is operating a motor vehicle while under the influence.

A motor vehicle operator receiving an operating while intoxicated (OWI) violation in Iowa will need to complete the following actions before their driver license can be reinstated. In some cases, additional penalties/requirements may be imposed by the court system and/or by the Iowa Department of Transportation (Iowa DOT).

- Complete a substance abuse evaluation and follow any treatment recommendations
- Successfully complete a State-approved drinking driver education program through an approved provider (\$180 fee applies)
- Pay any civil penalties, reinstatement fees, and/or pass any examinations as required by the court system and the Iowa DOT

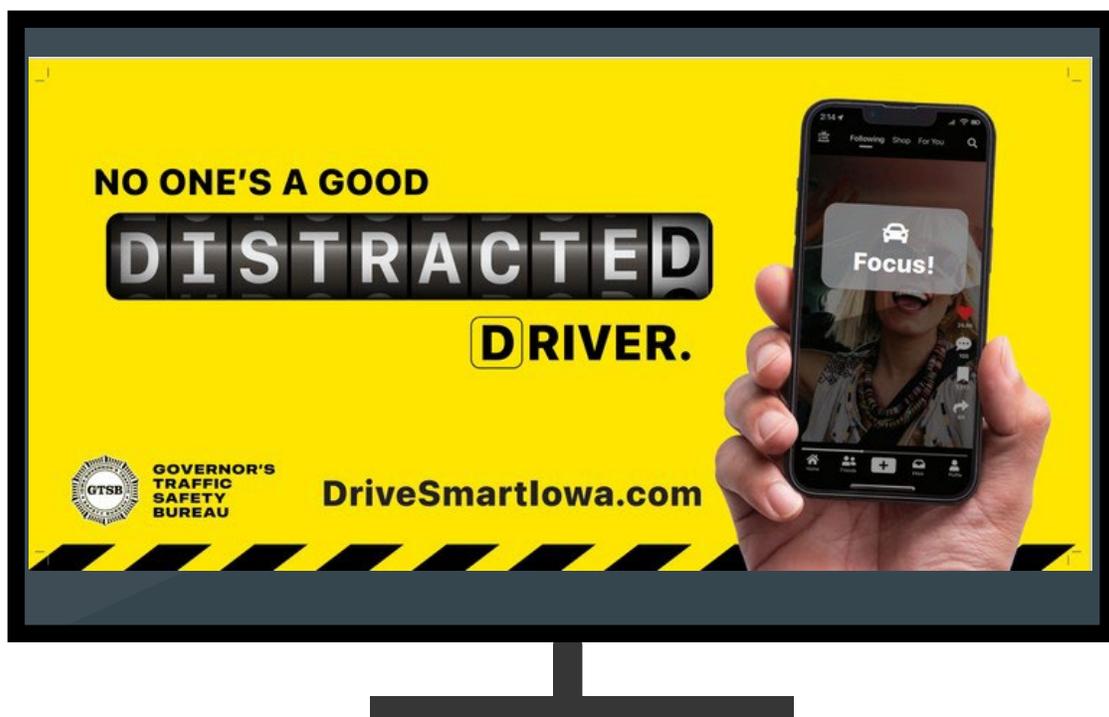
Administrative sanctions are usually posted to the driver record prior to adjudication of OWI through the court system. Impaired driving convictions stay on the driver record for 12 years. To determine the number of previous impaired driving offenses on a driver's record, a periodic snapshot of the driver record must be archived to accurately account for expungements. Driver license records are available to the judiciary and law enforcement through electronic queries. Iowa's ignition interlock law went into effect on July 1, 2018. For any driver to operate a vehicle during an administrative suspension period, the driver must install an ignition interlock device for a minimum of six months. With the passage of recent legislation, the State's ignition interlock program now has a compliance-based removal component requiring a user to maintain a certain period of sober driving before completing the program.

# Communications Program

Impaired driving prevention messaging is essential to any road safety communication plan. Iowa offers communication resources, in English and Spanish, for year-round social norming and during enforcement waves. The goal of these campaigns is to educate the public about the consequences of impaired driving and deter this deadly behavior. The GTSB authorizes over \$375,000 annually for an impaired driving communication program.

GTSB employs a Media and Communications Specialist who aids in executing the communication program. This person has expertise in digital marketing, public relations, website development, and content creation. The Media and Communications Specialist works closely with GTSB's media partner to execute paid impaired driving campaigns using a strategic mix of mediums targeting key demographics. This person also emails a bulletin to GTSB partners before enforcement waves. Bulletins include a media release highlighting impaired driving data and available PSAs. GTSB encourages partners to use these assets to educate and create awareness in their communities.

Based on an intensive market research project, GTSB launched a new multi-media campaign, "No One's a Good (Unsafe, Drunk, Impaired, Risky, Distracted) Driver", in 2024. Tactics used to launch this campaign included: digital marketing, TV, and billboards. In 2024, GTSB also invested \$40,000 to refresh Drive Smart Iowa, GTSB's vanity website, which serves as a tool to disseminate traffic safety education and assets. The goal is to modernize the platform to allow for easy and rapid updates and learn more about the audience through analytics.



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

## Screening and Assessment

Delivery of OWI evaluation services are conducted by substance use disorder treatment providers who are required by law to be licensed by the Iowa Department of Health and Human Services (HHS), Division of Behavioral Health. The licensing process allows for continuous regulatory oversight and periodic evaluation of the treatment provider's performance through HHS licensure inspections.

An OWI evaluation consists of an addictive disorder professional assessing the offender by utilizing The American Society of Addiction Medicine Criteria (The ASAM Criteria). If the evaluator determines that the offender meets The ASAM Criteria for a substance use disorder licensed level of care, the evaluator will provide the offender with treatment recommendations and referrals at a licensed substance use disorder treatment facility.

## Criminal Justice

The Motor Vehicle Division (MVD) serves as the hub for insuring offender compliance of the evaluation and treatment requirements through its oversight of driver licensing. Reinstatement of driving privileges cannot occur until the treatment provider and the IID provider certify to the MVD that the offender has complied with court sentence conditions related to treatment and monitoring.

## Medical and Health Care

Iowa health care providers, substance use treatment providers, and the Iowa National Guard are working together to help Iowans who may be at risk for excessive alcohol and substance use. The program is called Screening, Brief Intervention and Referral to Treatment (SBIRT) process and continues across the State in most clinics and healthcare environments, and reportedly in most criminal justice settings.



Systems are in place statewide to carry out compliance with evaluation and treatment requirements, including probation, treatment providers, MVD records and data, in-house court supervision, and private contracted supervision. Probation is administered by the Department of Corrections for felony offenders, but supervision of misdemeanor sentence conditions is not uniform across the State and is not probation in the traditional sense. Contract providers conducting sentence supervision might include treatment providers, United Way agencies, or local law enforcement. Accountability of misdemeanor sentence compliance is diminished by the lack of uniformity.

Most trauma centers pull data on every Emergency Medical Services (EMS) run if there is alcohol or other drug involvement, and provide universal screening when patients arrive under the influence. The State requires centers to screen at least 80 percent. Where possible, social workers provide a brief intervention and present the person with treatment options. All trauma centers submit data to the State, and the State reports annually on what is happening with trauma centers across Iowa. Trauma centers do not report impaired individuals to law enforcement. In cases of fatalities and when suspects are unable to give informed consent, law enforcement must contact the Medical Examiner's office for personnel to obtain the necessary specimens for evidence in impaired driving cases.

## **Treatment and Rehabilitation**

Substance use disorder treatment services are regulated through the Iowa Department of Health and Human Services (HHS) Division of Behavioral Health. HSS has responsibility for enforcing the rules for OWI evaluation and substance use disorder treatment programs. There are approximately 100 licensed substance use disorder treatment programs that provide OWI evaluation and treatment services. The treatment services range from outpatient to inpatient hospital services.

Following the offender's completion of treatment recommendations, the treatment provider provides official completion notification to the Iowa Department of Transportation and/or the courts. Offenders are supposed to have an evaluation before sentencing, but this is not enforced, causing judges to order evaluations within a given period of time post-sentence.

## Monitoring Impaired Drivers

The toxicology section of the Iowa Division of Criminal Investigation (DCI) Criminalistics Laboratory completed 5,147 lab reports during the most recent fiscal year. 1,004 blood cases were closed, 1,741 urine cases were closed, and 29 cases were closed that had both blood/urine samples submitted. The average assignment turnaround time as 19.52 days. No samples were sent from the DCI laboratory to outside agencies during the fiscal year, thus improving the timely analysis and comprehensive test offerings for drugs in blood.

Blood cannabinoids and Urine d8-THC Carboxy methods were validated during the year. This added additional drugs the lab could identify. 171 DataMasters were certified during the fiscal year with approximately 293 officers being trained on the toxicology testing and certified on the DataMaster DMT. The Breath Alcohol and Toxicology staff testified approximately 45 times during the fiscal year. Laboratory staff also participated in traffic safety training to include the Society of Forensic Toxicologists Conference, Borkenstein School on the Pharmacology of Alcohol, and the GTSB Annual Governor's Highway Traffic Safety Conference.



# Program Evaluation and Data

The state of Iowa utilizes crash data as the foundation for highway safety programming. Iowa's traffic records are constantly being improved in the areas of accuracy, completeness, timeliness, uniformity, accessibility, and integration. Accurate and complete data helps enforcement agencies identify problematic areas to deploy resources. On-going enforcement programs are implemented through the state with the common goal to change driving behaviors to ultimately reduce fatalities and serious injuries. Through the application process, all law enforcement agencies are required to submit data in support of their application for impaired driving, speeding, and occupant protection. If agencies have identified other traffic safety areas of concern, such as distracted driving, data would also be required to support their application. Agencies requesting overtime funds are required to conduct planned enforcement activities at high-risk times and locations. Agencies were encouraged to use the Iowa Crash Analysis Tool (ICAT), <http://icat.iowadot.gov>, as a resource for crash data. ICAT provides crash details to include driver and vehicle information, injuries, crash locations, and road/environmental information. The tool provides timely crash data. ICAT continues to be modified for user needs, including a recently released dashboard application. Law enforcement agencies requiring additional assistance with gathering and analyzing data were encouraged to contact their GTSB Program Administrator, the Iowa Department of Transportation, or In-Trans/ITSDS at Iowa State University.

Traffic enforcement plans include targets consistent with those identified in the Highway Safety Plan and correlated with the strategies within the State Strategic Highway Safety Plan. High Visibility Enforcement Section 402 and 405d funding supported high visibility enforcement efforts throughout the year. Agencies were encouraged to utilize data to help identify problematic times and locations for their enforcement deployment. The Iowa State Patrol (ISP) continues to utilize and enhance a dashboard developed by In-Trans/ITSDS to overlay ISP enforcement activities and crash data. This tool is beneficial for the ISP for GTSB-supported overtime enforcement projects. Special Traffic Enforcement Program (sTEP) During FFY 2023, 10 sTEP waves were planned and executed. Waves corresponded with national mobilization periods for "Click It or Ticket" and "Drive Sober or Get Pulled Over". The additional waves coincided with special enforcement periods identified by the International Association of Chiefs of Police (IACP) Crash Awareness and Reduction Effort (CARE) initiative. CARE serves to increase officer presence on interstates and highways during high crash periods. The GTSB will continue this initiative during FFY 2024.

The GTSB understands data to be a critical component to identifying traffic safety problems throughout Iowa. Data are considered the foundation for the development of performance measures and to evaluate programs; therefore, data must be timely and accurate. Efforts to improve state traffic records are continuous and are coordinated through the Statewide Traffic Records Coordinating Committee (STRCC). Iowa's traffic records system is one source of information used for highway safety planning. Other sources include statewide surveys and NHTSA data and publications.

The FFY 2022 target to reduce alcohol-impaired driving fatalities 1.08% from the 2015-2019 average of 93 to 92 (2018-2022 average) was not achieved. The 2018-2022 5-year moving average was 99. Iowa does not test all drivers for impairment in fatal crashes. As such, estimates of alcohol-impaired driving are generated using BAC values reported to NHTSA's Fatality Analysis Reporting System (FARS) and BAC values are imputed when they are not reported. Since the target was not met, the following adjustments are being made to address impairment.

- Continue to build relationships with the Judicial System Through the State and Regional JOL
- The state will continue to address recommendations from the 2022 Impaired Driving Assessment.
- Support a new project with the Iowa Restaurant Association to conduct responsible alcohol server training.
- The GTSB will plan and hold regularly scheduled Impaired Driving Task Force meetings and will implement the required Impaired Driving Strategic Plan to correlate with NHTSA Uniform Guideline #8.
- The GTSB will continue to address the ever-growing need to increase the number of DREs in Iowa from 126 to 150 to combat the rising number of drivers under the influence of drugs other than alcohol or a combination of alcohol and another drug.
- The GTSB will continue to review the results of the Driver Behavior and Attitude Survey specific to impaired driving and will consider the results for programming adjustments.

# Iowa Impaired Driving Task Force

In February 2016, the Bureau Chief of the Iowa Governor's Traffic Safety Bureau (GTSB) formed the Iowa Impaired Driving Coalition. The Coalition was formed to address the growing percentage of fatalities associated with impaired driving. The coalition, which was composed of a diverse representation of stakeholders, recognized the need to address impairments of all kinds and understood that impaired driving is a statewide problem requiring many strategies to make progress. With that understanding, the coalition developed the Iowa Statewide Impaired Driving Plan in September 2016, which was a comprehensive plan identifying strategies to reduce impaired driving fatalities within the State. Unfortunately, the Coalition was dissolved following the retirement of a key staff member of the GTSB that facilitated the Coalition.

During FFY 2022, the GTSB formed the Impaired Driving Task Force. The Task Force Members serve at the pleasure of the Bureau Chief of the GTSB. The members are representative of the organizations as required to ensure compliance with the Bipartisan Infrastructure Act. It is the responsibility of the Task Force to develop and approve the Iowa Impaired Driving Strategic Plan following the latest version of Guideline #8. The plan addresses the complex strategies to reduce alcohol and other drug impaired driving fatalities and serious injuries in the State. The Task Force plans to meet quarterly to implement the Strategic Plan.

On June 19, 2024, the Impaired Driving Task Force met at the Governor's Traffic Safety Bureau office at 215 E. 7th St. in Des Moines, Iowa and approved the 2024 Impaired Driving Strategic Plan.

Brett Tjepkes  
Bureau Chief  
Governor's Traffic Safety Bureau  
[tjepkes@dps.state.ia.us](mailto:tjepkes@dps.state.ia.us)

Todd Olmstead  
State DRE & ARIDE Coordinator  
Governor's Traffic Safety Bureau  
[olmstead@dps.state.ia.us](mailto:olmstead@dps.state.ia.us)

Colleen Powell  
Media & Communications Coordinator -  
Communications and Community Engagement  
Governor's Traffic Safety Bureau  
[cpowell@dps.state.ia.us](mailto:cpowell@dps.state.ia.us)

Sheri Krohn  
Program Evaluator  
Governor's Traffic Safety Bureau  
[krohn@dps.state.ia.us](mailto:krohn@dps.state.ia.us)

Gary McKenrick  
State Judicial Outreach Liaison  
Governor's Traffic Safety Bureau  
[garymckenricklaw@gmail.com](mailto:garymckenricklaw@gmail.com)

Michelle Cook  
Impaired Driving Program Administrator  
Governor's Traffic Safety Bureau  
[cook@dps.state.ia.us](mailto:cook@dps.state.ia.us)

DeMario Luttrell  
Regulatory Compliance Bureau Chief  
Iowa Alcoholic Beverages Division  
[luttrell@iowaabd.com](mailto:luttrell@iowaabd.com)

Jeremy Peterson  
Traffic Safety Resource Prosecutor  
Iowa Attorney General's Office  
[Jeremy.peterson@ag.iowa.gov](mailto:Jeremy.peterson@ag.iowa.gov)

Peggy Long  
Drinking Driver Education Program Consultant  
Iowa Department of Education  
[peggy.long@iowa.gov](mailto:peggy.long@iowa.gov)

Margot McComas  
Emergency & Trauma Services Bureau Chief  
Iowa Department of Health & Human Services  
[margot.mccomas@idph.iowa.gov](mailto:margot.mccomas@idph.iowa.gov)

Lori Hancock-Muck  
Health Facilities Officer  
Iowa Department of Health & Human Services  
[Lori.hancock-muck@hhs.iowa.gov](mailto:Lori.hancock-muck@hhs.iowa.gov)

James Bleskacek  
Criminalist Supervisor  
Iowa Department of Public Safety  
[bleskace@dps.state.ia.us](mailto:bleskace@dps.state.ia.us)

Staci Schmeiser  
Forensic Toxicologist  
Iowa Department of Public Safety  
[schmeise@dps.state.ia.us](mailto:schmeise@dps.state.ia.us)

Tony Thompson  
Sheriff  
Black Hawk County Sheriff's Office  
[TThompson@bhcsso.org](mailto:TThompson@bhcsso.org)

Korie Talkington  
Associate Judge - Adjudication  
Iowa District Court  
[Korie.talkington@iowacourts.gov](mailto:Korie.talkington@iowacourts.gov)

Kathleen Meradith-Eyers  
Policy & Compliance Officer  
Iowa DOT  
[kathleen.Meradith-Eyers@iowadot.us](mailto:kathleen.Meradith-Eyers@iowadot.us)

Jan Laaser-Webb  
State Safety Engineer  
Iowa DOT  
[jan.laaser-webb@iowadot.us](mailto:jan.laaser-webb@iowadot.us)

Josh Halterman  
Traffic and Criminal Software (TraCs) Manager  
Iowa DOT  
[Josh.halterman@iowadot.us](mailto:Josh.halterman@iowadot.us)

Angel Robinson  
Traffic Records Manager  
Iowa DOT  
[Angel.robinson@iowadot.us](mailto:Angel.robinson@iowadot.us)

Richard Gordon  
Specialty Courts Coordinator - Adjudication  
Iowa Judicial Branch  
[Richard.Gordon@iowacourts.gov](mailto:Richard.Gordon@iowacourts.gov)

Bob Gast  
State Court Administrator - Adjudication  
Iowa Judicial Branch  
[Bob.Gast@iowacourts.gov](mailto:Bob.Gast@iowacourts.gov)

Sherry Poole  
Assistant Director  
Iowa Law Enforcement Academy  
[sherry.poole@iowa.gov](mailto:sherry.poole@iowa.gov)

Jason Cunningham  
Impaired Driving and SFST Instructor  
Iowa Law Enforcement Academy  
[Jason.Cunningham@iowa.gov](mailto:Jason.Cunningham@iowa.gov)

Troy Bailey  
Major  
Iowa State Patrol  
[bailey@dps.state.ia.us](mailto:bailey@dps.state.ia.us)

Alex Dinkla  
Public Information Sergeant - Communications  
and Community Engagement  
Iowa State Patrol  
[dinkla@dps.state.ia.us](mailto:dinkla@dps.state.ia.us)

Nathan Fulk  
Colonel  
Iowa State Patrol  
[fulk@dps.state.ia.us](mailto:fulk@dps.state.ia.us)

Kyle Ratzesberger  
Trooper  
Iowa State Patrol  
[ratzesbe@dps.state.ia.us](mailto:ratzesbe@dps.state.ia.us)

Jessica Ekman  
Executive Officer  
Iowa Alcoholic Beverages Division  
[ekman@iowaabd.com](mailto:ekman@iowaabd.com)

Michael Newton  
Chief  
Iowa State University Police Department  
[mrnewton@iastate.edu](mailto:mrnewton@iastate.edu)

Shannon Booth  
Program Specialist  
Mothers Against Drunk Driving  
[Shannon.Booth@madd.org](mailto:Shannon.Booth@madd.org)

Judge Alan Blankenship  
Judicial Outreach Liaison  
NHTSA Region 7  
[Region7JOL@gmail.com](mailto:Region7JOL@gmail.com)

Susan DeCourcy  
Regional Administrator  
NHTSA Region 7  
[Susan.deCourcy@dot.gov](mailto:Susan.deCourcy@dot.gov)

Jeff Halloran  
Regional Program Manager  
NHTSA Region 7  
[Jeff.Halloran@dot.gov](mailto:Jeff.Halloran@dot.gov)

Robert Eichkorn  
Regional Program Manager  
NHTSA Region 7  
[robert.eichkorn@dot.gov](mailto:robert.eichkorn@dot.gov)

Chris Heartsill  
Toxicology Liaison  
NHTSA Region 7  
[chris@soft-tox.org](mailto:chris@soft-tox.org)

Zach Lewis  
Sergeant - Alcohol Safety Action Program  
Sioux City Police Department  
[zlewis@sioux-city.org](mailto:zlewis@sioux-city.org)

Jennifer Lerner  
Assistant County Attorney - Prosecution  
Washington County  
[jlerner@co.washington.ia.us](mailto:jlerner@co.washington.ia.us)

Brady Carney  
Director  
Iowa Law Enforcement Academy  
[brady.carney@iowa.gov](mailto:brady.carney@iowa.gov)

Kent Gries  
Deputy - Guthrie County Sheriff's Office  
Iowa State Sheriff's & Deputies Association  
[k.gries@gcso.gov](mailto:k.gries@gcso.gov)

