



# WTSC Impaired Driving Program

Edica Esqueda, Impaired Driving Program Manager

Washington Traffic Safety Commission Quarterly Meeting

April 18, 2024

# WASHINGTON IMPAIRED DRIVING ADVISORY COUNCIL – WIDAC

- The WIDAC was formed in 2010 by a Memorandum of Understanding signed by fourteen stakeholder agency representatives.
- Today, the WIDAC has a consistently expanding group of over ninety advisory members from government, private, and non-profit organizations.
- The Washington Traffic Safety Commission dedicates staff to coordinate and fulfill the operations of the WIDAC.
- WIDAC membership includes all appropriate stakeholders and meets the membership requirements outlined by NHTSA.



# COMMISSION AGENCIES WIDAC REPS

Daniel Cooke, DOL

Lizz Gough, WSP Tox Lab

Lt. Jeff Leonard, WSP ID  
Section

Dongho Chang, WSDOT

Rebecca Cortez, WSP ID  
Section

Jennifer Dieguez, WSDOH

Margarite Friedlander, DOL

Sgt. Susan Harbour, WSP ID  
Section

Nikki Meline, WSDOH

Justin Nordhorn, WSLCB

Sgt. Ryan Raymond, WSP ID  
Section

Courtney Stewart, WSP FOB

Sgt. Brandon Villanti, WSP ID  
Section

Liz Wilhelm, WSDOH

Kristen Haley, WSLCB

Sgt. Pedro Zepeda, WSP ID  
Section

Harrison Fontaine, HCA

Many more!





# WIDAC EXECUTIVE BOARD PURPOSE & METHODS

## WIDAC Executive Board (WEB):

- Leads by identifying traffic safety priorities and creating a path to accomplish them.
- Manages priority activities by ensuring the actions necessary to success are pursued and completed in a timely manner.
- Acts persistently to further traffic safety priorities.
- Drives overall strategy on transportation safety.
- Prioritizes investments to accomplish our strategies.
- Actively pursues action items.



# WIDAC EXECUTIVE BOARD MEMBERSHIP

Public Health &  
Communications

**Kristen Haley**

Public Health Education  
Liaison, LCB

Prevention/Community  
Engagement

**Linda Thompson**

GSSAC

Law Enforcement & Training

**Lt. Jeff Leonard**  
Statewide

**LEL Bob Thompson**

WSP/WTSC

Toxicology

**Lizz Gough**

Div. Commander WSP  
Toxicology Lab

Prosecution

**Amy Freedheim**

Senior Deputy Prosecuting  
Attorney – King County

Probation

**Melissa Patrick**

Director of Court  
Administration - Des Moines  
Municipal Court

Adjudication

**Ret. Judge Linda Portnoy**

WTSC/DUI Benchbook

Treatment

**Julie Mitchel**

Association of Alcoholism and  
Addiction Programs

Licensing

**Dan Cooke**

Administrator, Endorsements,  
and Traffic Safety Program –  
DOL

Data & Integration

**Dr. Staci Hoff**

**Dr. Max Roberts**

Research Director Senior  
Research Associate, WTSC

Survivors/Victims Advocate

**Lori Markowitz**

The Josh Fund

Community Engagement

**Dennis Maughn**

Regional Executive Director –  
MADD

# WIDAC STRATEGIC PLAN

The Washington Impaired Driving Strategic Plan is a practitioner's guide to reducing impairment-related fatalities and serious injuries on Washington roadways.

This guide is intended to be dynamic and able to adapt as new challenges, information, and opportunities arise.

The WIDAC, coordinated by the Washington Traffic Safety Commission, manages, updates, and approves this plan.



## Washington Impaired Driving Strategic Plan and Guide

This plan is updated and approved by the Washington Impaired Driving Advisory Council.

May 2023

# THE WASHINGTON IMPAIRED DRIVING STRATEGIC FRAMEWORK: PRIORITIES & PARTNERS

The Washington Impaired Driving Strategic Framework is comprised of three areas of support and eight areas of concentration.

## Areas of Support

- Washington Impaired Driving Advisory Council
- Legislation and Policy
- Data and Integration

## Areas of Concentration

- Public Outreach and Education
- Prevention
- Law Enforcement and Training
- Toxicology
- Prosecution
- Adjudication and Probation
- Treatment and Rehabilitation
- Licensing

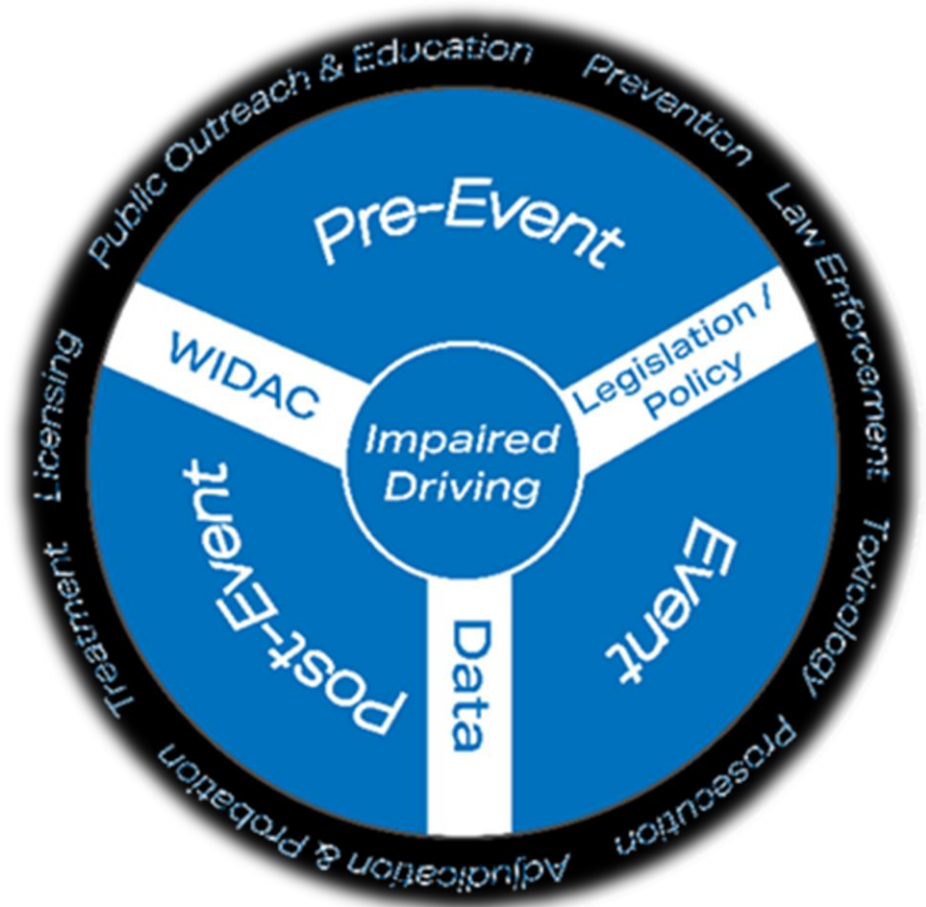
# THE WASHINGTON IMPAIRED DRIVING STRATEGIC FRAMEWORK: THE STEERING WHEEL

The Washington Impaired Driving Strategic Framework is comprised of three stages of impaired driving: Pre-Event, Event, and Post-Event. The stages are supported by three areas of support and eight areas of concentration.

**Pre-Event** consists of influencing sober driving through Public Outreach and Education, and Prevention.

**Event** stage addresses suspected impaired drivers through Law Enforcement, Toxicology, and Prosecution.

**Post Event** stage addresses legal sanctions because of impaired driving including Adjudication and Probation, Treatment, and Licensing restrictions.





# Areas of Support and Areas of Concentration Strategies (examples)

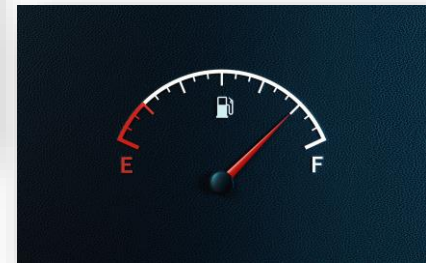
Legislation and Policy Strategies
Lower the per se BAC limit from .08 to .05.
Overcome legal barriers to conducting publicized sobriety checkpoints.
Encourage laws that use fees collected from DUI filings to support impaired driving reduction efforts.
Encourage laws that increase treatment options for DUI offenders.
Discourage laws that prevent law enforcement officers from making primary traffic safety stops or limit the ability of an officer to stop drivers who are exhibiting signs of impairment.

Licensing Strategies
Expand information in driver/rider training and testing on the use of alcohol, recreational drugs, prescription and non-prescription (OTC) drugs, drowsiness, and their combined use and how they impact the ability to drive.
Expand access to and compliance with ignition interlocks through subsidy, coordination with other states, and medical exemption programs.
Continue to improve the exchange of ignition interlock compliance information between agencies.
Monitor reports from ignition interlock vendors and conduct compliance checks in partnership with law enforcement and court probation.
Enforce IID circumvention and non-compliance convictions by applying additional restrictions to reduce recidivism and impaired driving.
Develop communication and outreach strategies and seek funding sources for building awareness on the impacts of impaired driving to children before they begin the licensing process.
Educate law enforcement on the process and appropriate timelines for reporting impaired driving including the submission of required documents necessary for administrative action and hearings.
Strengthen state laws for commercial driver license holders to align with federal return-to-duty requirements after a positive test in accordance with 49 CFR Part 40 subpart O and 382.309 and implementation of the federal drug and alcohol clearinghouse.
Implement near real time solutions to exchange data for IID compliance.
Improve hearings processes to reduce or eliminate the potential for dismissals due to administrative issues.
Incorporate equitable practices in communication, education, and outreach to ensure all affected parties have a reasonable opportunity to understand and participate in the process.
Develop broader communication strategies and tools to connect with law enforcement, impacted drivers, or their attorney, for more complete and accurate communications.

# IMPAIRED DRIVING RESOURCES

Federal Funding:  
\$4,687,197 Annual

- DRE/Enforcement ID Training
- Traffic Safety Resource Prosecutors
- Toxicology Lab Support
- Electronic Home Monitoring Pilot
- MADD Court Monitoring Project
- Ignition Interlock Program Support
- DUI Courts & Coordination
- Positive Community Norms Project
- Sustained & High Visibility Enforcement, media campaigns, and more!



# IMPAIRED DRIVING RESOURCES

WIDAC Funding: \$1.465m  
Biannual

- DUI Court Programs and Training
- Officer Phlebotomy Programs
- DRE Callout
- DUI Bench Book /TSRP Admin Support
- More!

**NEW!** Proviso Funding: \$1m ID Enforcement/\$750k Ignition Interlock Compliance – 3 YEARS



# THANK YOU!

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