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(STATE AGENCY UPDATES)

(The following may contain unintelligible or misunderstood words due to the recording quality.)

MODERATOR: Before we begin now, please ensure that you have scanned in at the back room to receive credit for your attendance today. You only need to scan in once today. Also please do not forget to pick up your banquet tickets. Pat's really got about a tableful back there still. So if you can go see her and pick those up.

This morning we are happy to have representatives from five Florida state agencies with us to give an update on happenings within the state. We are grateful for the time that they are able to take out of their busy day and give us today. First is Colonel Spaulding. Here is. Please join me in welcoming Colonel Gene Spaulding with the Florida Highway Patrol.

COLONEL GENE SPAULDING: Good morning. I'll be very brief. I know we got a lot of information to go over this morning. Basically update for the Department of Highway Safety and Florida Highway Patrol. Been a very busy year for us. We got a lot going on. I mentioned it last year at our conference. You know, we rolled out a new driver's license in the fall of last year. It's fully implemented now and we made a note for any agencies that has the technology that still supports the mag

stripe on the back of the DL. A lot of you? I can see by the look on your faces. Kinda remember what we said, but that mag stripe's going to be going away in probably January, February of 2019 to make room for the other required information on the back of the mag stripe. So if you have technology that reads the mag stripe for your UTCs, crash reports, arrest reports, whatever, the 2D will be functional, but bar scan mag stripe will be going away. I just wanted to make sure that's on everybody's radar.

Additionally, the department has eight FLOW mobiles. These are mobile credentialing platforms that we can roll out. If any of your agencies has any special events, natural disasters, any kind of event where you need mobile licensing and vehicle registration documents produced. Just to give you an example, at the Fort Lauderdale Airport shooting, you know, that one terminal was evacuated. Everybody left their bags and equipment and all their gear on the floor, obviously evacuated the airport. We were able to send two FLOW mobiles down because it was very difficult for them to be able to get return online tickets because it took, you know, the PD and the sheriff's office several days to go through all the luggage to find out who had what. And we were able to go in, issue driver's license in real time and get those folks back on planes returning home and moving on with their trips. So like I said, any school

event, special event, disaster, feel free to reach out to me or anybody with our department. We'll be able to send those FLOW mobiles out for you.

Red light camera report update. The survey will be going out September 1<sup>st</sup>. They'll give you a month to respond. Basically it's same as last year. They're gonna send out the information to the agency chief administrative officer with any information on who filled out the form for you last year, who did the study, who put all the information together just to make it a little easier for you. And that report will be coming out sometime in late fall, early spring of next year.

Seat belt report. And I know Highway Safety Committee with Chief Bodenheimer and he asked me what our response was. We did a little better. We had an extra 39 agencies respond this year. However, 24 that responded last year didn't respond, so we had a net positive of 16 agencies. There's still about 42 percent of the agencies in the state did not respond through the annual seatbelt report. And keep in mind folks, we're not the seatbelt police. We just are required by statute to gather the information and report it to the Governor of the House and the Senate. So as you know, ACLU jumps on that every once in a while, they start looking at it and critiquing and the agencies that don't report tend to get a little bit of grease. So I

encourage you next year. We open that reporting period up for six months, so January 1<sup>st</sup> next year. It'll open 'til June 30<sup>th</sup>. We'll send out several reminders the access points to be able to submit the information. So encourage you to continue to do that.

Just want to touch on some information about some equipment surplus that we typically do with the patrol in DHSMV to help agencies, specifically smaller agencies with the technology side. We have a laptop program. And currently to date we've issued 54 of our old laptops to smaller agencies so they can get on the technological side of things and be able to submit crash reports electronically and UTCs. We have 110 requests in for additional laptops from various agencies. We have a vetting process and a ranking, so just if you are interested in that program, please get with Richie Frederick and he'll be able to help you out on that. His office number, if anybody is interested is 850-617-3440. That's 850-617-3440. And Richie's in our data quality for crash stats and UTCs. And for the folks that were at the Highway Safety Committee last year or actually during the winter meetings, he'd come into the presentation on crash quality assurance. It was very, very productive and the chiefs that were able to participate in that, I think, got a lot of information. And he goes around the state teaching classes. Some of you have been exposed to the classes on how to complete

the Florida crash report and what some of the terminology means because there's a lot of confusion even within our agency. We spent a lot of time at our academy trying to get our folks educated on some of the technical terms in the crash report and what it means and how to fill them out. And he can assist your agency if you have, you know, questions on hot spots or issues in your area. So just please reach out to him if you do have any of that question.

We are going to be rolling out a UTC quality assurance for the electronic UTCs and handwritten. I think we're about 92 percent statewide now on electronic UTCs. Our ultimate goal is to be at 100 percent; so much easier to vet the information and analyze it. So they're working on that process and he has that information as well.

Medical marijuana campaign. As many of you know, state implemented medical marijuana last year. The department was tasked with quite an undertaking on the media campaign and training DREs. I'm happy to report that originally we had 11 DREs when I got here in 2015. We're at 49 DREs certified now. Our goal within FHP is to be at about 300. I think we have about 300 statewide right now with all law enforcement. With the opioids, medical marijuana, that is a huge issue as far as getting our folks certified. And we're looking to get some train

the trainers in place to be able to help IPTM and put on the courses throughout the state and not necessarily have to send everybody to Jacksonville. The class takes a lot of commitment from your officers and we encourage you and we've actually put in a training stipend for our folks to get a little extra money because it does take a lot to stay certified. The media campaign, we've been really pushed in TV, social, movie theaters, the Drive Baked, Get Busted. If anybody wants to review the TSAs or use them for anything, it's [drivebakedgetbusted.org](http://drivebakedgetbusted.org). It'll link it to the site. We've reached about one billion people from March through June of 2018, but we're continuing to watch that. We got to do some reporting back. The problem with medical marijuana and any of the issues associated with it, and we've done a lot of research with Colorado, California and Oregon, some of the states that gone to it in the past. We really had no baseline as a state on impairment and what the past marijuana usage did to contribute to DUIs and impaired driving. So we've been tasked as an agency through the legislature to establish a baseline and go in and do some analytics on it. It's very difficult because as many of you know, when you have a poly youth scenario, they blow the 08, you're done. You don't get urine, FDLE don't test for drugs because we have prima facie on DUI with the 08. We're actually

being tasked and challenged to go back now and try to identify issues and see what the actual implications of marijuana usage is on impaired driving. So pretty big undertaking. We're working through that.

Last couple of things, we are in the process of updating our Florida administrative code on wrecker rules, 15B-9, to modernize them a little bit. Last time they were updated was 1991, I believe. There's some issues that we really need to get updated. We've met with the industry a couple times, Chief Brown is kind of heading that up for us, but you may be seeing that come up in the legislature this year or we'll open the rule up with the Cabinet in probably the December meeting and get that addressed. It's going to be fairly contentious. You have big wrecker operators and small wrecker operators and they don't necessarily see doing business the same way. So we're trying to meet in the middle and make it best for the industry, for the agencies that are using the wreckers and for the customers that have their vehicles towed, so working through that.

Operation C.A.R.E., I think Chief Bodenheimer is going to put out some information on that at some point. This is a national campaign through IACP. It was recently moved over to State Provincial Division. It's basically just a crash awareness and reduction effort. It's a national campaign focused around



the holiday periods and it's a real simple form to fill out and complete on activity and what your agency did. It's electronic submissions to the Texas Department of Public Safety. They collect all the information and they send out a report back. But it's nothing really more than just putting an emphasis on these holiday periods and when the majority of these crashes are happening. And it's not necessarily focused on specific holidays. It covers the Super Bowl, Halloween and some of the other dates that NHTSA'S identified as being hazardous on our roadways. So just kinda keep an eye out for that.

Last thing I'll talk about it our Arrive Alive campaign. I appreciate everybody's involvement and effort in that. And I was talking to Chief Brown earlier and from January of '17 through August of 2018, partnering agencies have contributed 9,415,294 minutes in hot spots identified as high target areas. That equates to about 157,000 hours that we've had patrol presence in these hot spots. We're currently in the process of doing some analytics to identify what the effectiveness of it is. I can tell you in 2016, which is the last official year we had fall stats on for fatals, State of Florida had 3,176 fatalities. 3,176 fatalities. That is entirely too many people dying on our roadways. With the population growth and the tourism, I mean, we saw 116 million tourists last year. The fact that this year, it

looks like we're going to be down on fatalities. We're going to be right around kind of 3000s, maybe just under 3,100. To me, that shows an improvement. Obviously it's nowhere near where we need to be. We could do some things legislatively with distractive driving, I believe, and putting helmets back on motorcycle operators and some of those things would immediately reduce fatalities by 800 to 1,000. But we got to get there legislatively. But I just wanted to give you a brief update on that.

We may look at Arrive Alive 2.0 and tweak it down to maybe focusing on DUI related serious bodily injuries and fatalities just to refresh it and keep everybody interested and the participation. But I can tell you this, the Arrive Alive campaign don't belong to the Florida Highway Patrol, it don't belong to the State of Florida. This is our campaign collectively as law enforcement. We greatly appreciate the police chiefs' participation. You guys have been champions of this and we do appreciate it. And if you ever want to do a press conference or any kind of initiative in your area, please let us know. The road safety audits are key. We go in with DOT, engineers, the county traffic engineers, fire rescue, our local law enforcement partners, anybody that has involvement in school board. And we do assessments of the roadway, we look at

engineering, we look at enforcement, we look at education and we try to identify a corrective action plan for a particular intersection, and we have a motto within FHP, it's one intersection at a time. We have some intersections in Hillsborough County that we went in and did RSAs on and within a three-month period, we dropped serious bodily injury crashes about 47 percent. So, you know, it's easy to get wrapped up into the big picture trying to cover the entire state, but it's one intersection at a time, one roadway at a time, and we can make a difference.

And with that, I'll close out. I just wanted to throw out our, again, sincere appreciation for the Florida Police Chiefs and all you do for us. Our past presidents, Butch, Kevin. David, I know it's going to be a great year with you coming in. Art with the Highway Safety Committee letting us be a part of that. It really means a lot to us as [sic] FHP. We're here in a support role to you guys and we look for you guys to help support us on some things and that's what it's all about, it's partnerships and collaboration. I tell them, you know, when I go to the national conferences specifically talking about Arrive Alive, we have 1,900 funded positions within FHP. 1,974 funded positions. There's about 46,000 law enforcement officers in the state of Florida. There's no way we can do everything just

within FHP. So we have to have your help and we do appreciate you.

So with that, any questions for me? And if anybody needs to contact me for anything at all, my cell number, if you want to write it down, most of you already have it, 386-292-2556. That's 386-292-2556. Thank you.

MODERATOR: Thank you, Colonel Spaulding. Next, we are pleased to welcome Assistant Secretary Brian Blanchard with the Florida Department of Transportation. Brian?

BRIAN BLANCHARD: Hey, good morning, everybody. Thank you for the opportunity to be here and thank you for your partnership with the Florida DOT. You know, at the Florida DOT, we plan a lot of projects and we're always implementing new technologies, but really safety is forefront of everything we do. And as far as the transportation system, I think we have a world class transportation system. And maybe I'm a little biased, but I saw an article in the Wall Street Journal recently that said Florida had the best infrastructure. So I think that says a lot about our infrastructure. But I do want to also say that we rely on you guys as our valued partners, the men and women in uniform to help keep this system safe, so we appreciate what you do.

And a little bit on what the colonel said. You know, we're

at 20 million in population, and I saw a statistic recently that by 2030 we'll have an additional 5.4 million people in Florida. And 2030 is not that far away. So we've got to keep up with the growth in Florida. And like the colonel said, we had 116 million visitors last year and that numbers will just continue to grow. So, you know, as we plan for that increased demand on our infrastructure, we remain committed to making sure our system is fatality-free. I mean, that's our goal, but like the colonel said, 3,000 fatalities is not acceptable, so we'll keep working towards that goal of fatality-free.

Your enforcement efforts on unsafe behaviors, things like speeding and distracted driving, you know, that's all a common goal that we have to make our system fatality-free, but there's really a lot going on within technology that I think is really interesting. And you guys have read about connected vehicles, how cars can now talk to each other and cars can talk to our infrastructure. So what it does is it gives drivers real time warnings. And so that's going to help us drive fatalities down. And also you've read about autonomous vehicles where cars can accelerate, decelerate, stay within their lanes without operator input. That's going to make driving safer as well, especially in Florida where 20 percent of the population is 65 years of age or older. So I think that's going to help drive those numbers down.

And, you know, not everybody's comfortable with computers, but computers don't get distracted and computers don't drink and drive and, you know, computers don't get distracted with kids in the car. So computers aren't perfect, but they will make driving safer. So I'm excited about that technology and I think it's going to be a game changer for us.

I was with the colonel a couple of months ago and we introduced truck parking at all the rest areas, welcome centers and waste stations and I think that's going to make driving a little safer for the truckers, make sure that they get their rest. And so we're rolling that out now. Also in work zones, we're rolling out more blue lights in the work zones at night where we have lane closures. So you'll see more blue lights out there. You probably read about truck platooning. We're piloting that. I think it's a way to move more freight and save on fuel and maybe save the environment a little. So truck platooning is something else that's interesting. Mobility services; Lyft and Uber. That's interesting to me because fewer people are using transit. More people are using Uber and Lyft. And so what it's doing is essentially putting more cars on the road, vehicle miles traveled is going up because of that. So that's something we at the Department of Transportation needs to plan for. But it's also interesting and I think it's driving down DUIs because

people use ridesharing services and don't as often drink and drive, so that's an interesting technology to watch. And I know Gale and Grady will talk about our Safe Mobility For Life programs, so I won't touch on that. But just a lot going on with technology. But, you know, if you're around DOT you hear us talk about the four Es; engineering, education, enforcement and emergency response. And I think we and you guys, we can all focus on that to mitigate crashes reduce fatalities.

We have a lady named Trendera McPherson that really focuses on bicycle and pedestrians and she works with a lot of law enforcement personnel on higher visibility enforcement, and that's a way to help protect pedestrians and bicyclists. And the preliminary numbers that we're seeing is from 2016 to 2017; there were 40 less pedestrians and bicyclists that were fatally injured, so I think we're starting to move the needle in the right direction.

Yeah, last I wanted to mention, just to thank the Governor and the legislature because this is the fifth year in a row that we've had a 10 billion plus work program, and we're excited about that. That's what we do, we deliver transportation, we deliver projects. And as far as the legislature, it was another busy session for us. Some things affected law enforcement. I know there was one particular House bill, 141, that dealt with

tow exemptions for law enforcement officers and those that are operating law enforcement vehicles while on duty. So we'll be working with you guys to implement House Bill 141.

And those are kind of the high points that I wanted to touch on, so I'll close out with that. But just wanted to thank all the chiefs for partnering with us and Kendra and Sierra and the whole team. Thank you for being here, and let's continue the partnership. And maybe there's a question or two I can take them. If not, I'm going to close with that. Okay.

MODERATOR: Thank you for that update, Secretary Blanchard. And now we'd like to have a Assistant Commissioner Jennifer Pritt join us at the podium. And she is from the Florida Department of Law Enforcement. Welcome.

JENNIFER PRITT: Good morning. I want to say as a Gator grad, I am still excited for Chief Perry and congratulations. This year we look forward to working with you as we have other presidents. And thank you, Amy, for all that you do and your work with FDLE.

A couple of updates that I wanted to give you today based on questions that we get from the chiefs and post the implementation of 70-26 and all things school safety. First and foremost from the MSD, the commission standpoint that 16-member commission. We have two chiefs, Chief Nelson and Chief Lystad



that have been dutifully participating in that work. It is not an easy lift. It is not a show-up and just listen to presentations. There is a significant report that is going to be delivered downtown January 4<sup>th</sup> with a series of recommendations that move forward. From our perspective of FDLE, we did receive some analysts positions to go along with that MSD commission. Unfortunately, we didn't get the funding for that until July and the work of the commission began in April. We have about 15 analysts and agents assigned doing the investigative work of that commission. It's everything from examining Nikolas Cruz and his life and the leading up to the massacre on February 14<sup>th</sup> as well as everything from the law enforcement first responders' response and actions and interactions with Nikolas Cruz, the education system.

For any of you that have read the portions of that bill, you know exactly how comprehensive the duties of that commission and the things that need to be investigated are. What I don't think many people paid attention to necessarily was that the work of this commission doesn't stop once this first report is issued. This commission in legislation will exist 'til at least 2023. They have been empowered to look at prior tragedies for any future events that we have in Florida and why they happen. Why is that significant and why is that meaningful to the police

chiefs? Some of you had had these events occur in your jurisdictions. We don't know where the next legislative ask is going to be for us to take a look at. Will it be the pulse? Will it be something else? What will be the nature of the type of event they want this commission to look at? So those are things to keep on your radar, to make sure that the chiefs who are representing you on that commission understand that this could go in another direction with this next session. We will see some cleanup language as well. But also understand that you have every opportunity to provide input as to recommendations that need to move forward in this first report as it relates to school resource officers, school hardening, resources that you need in your communities. That is absolutely something that should be part of this report.

The other series of questions that we've been given on all things school safety have to do with the Four to Five Florida application. And I know that all of you have read and studies this lovely document the, the progress new partnership document that we put out in advance of your conferences. We had an update in that one, and at the time that it was produced it is now no longer valid. It was a snapshot on time. For those of you that know that we received some funding to produce a procurement on a mobile application that would allow for anonymous reporting of

events that may happen in a jurisdiction relative to a school that could be anything from criminal to self harm. And many of you already have some applications that your schools in your jurisdictions utilize. There is no mandate by the Department of Education that all schools must move to this new application, which has been termed Four to Five Florida by the students of MSD working with the Attorney General. So this application in the joys that are the state procurement process, when we selected a vendor, we had a bid protest. That bid protest put us about three weeks behind in the procurement of the application.

The stage that we are now, based on feedback that we have received both through FPCA as well as the Florida Sheriff's Association was to try to highly customize this mobile application so that the receipt of any information, the tips that would come in anonymously to this mobile app could be received by you at your agency, at your dispatch centers, to your SROs in the manner in which you choose. This is not going to be an FDLE directive of you must receive tips a particular way. We wanted to customize this application to the degree that AppArmor, who is the selected vendor, would work with us to do that. So as it exists right now, the tips can be simultaneously pushed to multiple entities. And by multiple entities, we are going to send out an online form to each chief and each sheriff

and let you define how you want to receive these tips, to whom do you want these tips to be pushed. Whether that's during school hours and you want them to go to SROs or others that you have assigned to schools, whether it's after hours and you would like those to go to dispatch centers, you will get to define how you want to have those tips received, what format. Whether it's e-mails, whether it's SMS text messages, whether those are phone calls. The big, big caveat to this application is that there's a requirement for law enforcement to acknowledge a tip when it comes in, which means if we don't have an acknowledgement by the defined entity that you choose to receive these tips, there is an automatic procedure that kicks in at a 30-minute mark, at a 15-minute mark to continuously kind of ping to make sure someone in law enforcement acknowledges the receipt of these tips.

So again, this app isn't quite ready to go yet. You're going to get this form to define your user base and where you want that to go in the next probably three to five days. Once we collect that data, we will push the uploading of all that information to the vendor and then we will establish accounts and we will have very quick intuitive five minutes or less online training for any of your end users that will receive these tips. So you will see that in the coming weeks. I would say without trying to put a clean date on it that sometime mid

September this will be announced publicly. And even if you don't want to use this app because you use something else, you need to understand that members of the public, students, can download this app if they so choose. So defining a mechanism by which you can receive this information is going to be critical. Nothing about the application will define or direct your policies for what you do with this information once you receive it. That is completely and totally within your local backyards, whatever your policies and procedures are now or how they've changed with an emphasis on school security, that's for you to decide.

Quick update from us based on some of the feedback that we received in our customer survey. For those of you that provided us responses to those surveys, thank you very much. We send this out once a year. It is part of the commissioner's performance metrics every year at the Cabinet for us to conduct this survey. Within that survey, we're asking you about substantive areas of FDLE, whether that's forensics, whether that's investigations, whether that's criminal justice information services professionalism and training to give us feedback in areas where you feel we're doing well or we're not doing so well. What are the other needs that you have that you think FDLE could be helping you with and how do we move forward? We use that information not only to follow up with additional information

but to help us guide what our legislative requests are.

In the area of forensics, we absolutely need to expand. We understand that. Our first problem is space. We are about built out in our laboratory capacity in the state. We have a need to have a new Pensacola Regional Operations building. And for those of you that aren't in those counties where P Rock services, why is that important to you? Because the plan that we put together will expand and increase the capability in DNA by 50 percent. We ship evidence wherever we need to and laboratories across FDLE to help crank out customer service requests. So building a lab in Pensacola region can also service somebody who's in central or south Florida. So those are things that you know. When you see those requests by FDLE, this isn't just about, Hey, we need to build a building. We need additional laboratory space to increase our forensic capabilities and services to each of you. We have put together plans for how we can try to build out additional spacing in several other labs. We need to get this building built to get us there and bring on additional capabilities. We literally have about 11 more seats that I can fill with forensic scientists. We're asking for six more this legislative session specifically in biology and DNA. So hopefully those are areas that, again, we know are primary concerns for you. We continue to hear that additional crime

scene capabilities would also be warranted in certain areas of the state, so those are things that we are looking at as well in terms of requests.

Some huge issues that are impacting all of us based on legislation this year and coming federal requirements, the first is on National Incident Based Reporting Systems, NIBR systems. In Florida, that will be known as FIBRS or FIBRS, however you choose to read that acronym. It makes me a little concerned. But the Florida Incident Based Reporting System. This is a five year ask and about \$30 million to accomplish. With the majority of the money to support local law enforcement who will need to move if they don't currently have a records management system that is incident based or incident capable to move that records management system in that direction. We conducted with an academic institution to do a survey and help assess the state of the state of those records management systems across Florida and who was in what categories of need. So we are waiting on literally right now an \$8 million release from the federal government that will be passed through dollars to local law enforcement as it relates to those records management systems. So you'll be hearing soon as we get that money and direction about how moving forward.

The other thing that's wrapped up in NIBRS is for our have

not agencies that are in Florida, and there is a pocket of those that have nothing as it relates to records management or nothing that would be capable from a technology perspective moving forward with incident based reporting. We will be enabling a web-based records management system for those agencies that would like to use it and move forward that way. It will take incredible staffing for us to move to monthly reporting and near real time every 30 day updates from the system will certainly be data that you all will want to leverage for whatever crime trend information you'd like to use in your jurisdictions. And we want to make that readily available for you in any way that we can.

The other piece was on data transparency. And there was much discussion last legislative session about the need for policy makers to have more robust, as they term it, criminal justice information in order to make policy decisions. Everything from information maintained by clerks of the courts, State Attorneys, public defenders, Department of Corrections, DCF, DJJ, FDLE. Well, we got tapped in that bill to be the provider of that system. There is a pilot project that is ongoing right now in a circuit that will help guide where we go with this. The biggest thing was defining the data dictionary. What we call this type of information, how we define it, may be different than clerks. So we have about already skinned that



cat, we're almost there, but this will enable members of the public to go to a public website and look for information across multiple jurisdictions as it relates to crime tie. That is indeed threaded into the NIBRS framework as well. So you will see us again this year go back and ask for additional funds to make sure that the data transparency and project moves forward as well.

Something near and dear to everybody's heart that I believe Amy provided a quick update on was the JAG in Byrne grant funding. We just received the certifications from the Governor and the Attorney General, so DOJ will be releasing that money to us soon. As a quick backdrop of that, if you weren't already familiar with what the contentious issue was is the first time in history we received new certifications from DOJ that were requiring the Attorney General and the Governor of Florida to sign off that they would be personally liable for any cities or jurisdictions in the state of Florida and sanctuary cities' policies. When we saw those certifications, we pushed back a little bit because of the criminal liability that was attached to that because we were hearing there is no way that our public officials are going to sign those documents. DOJ was not going to budge. They said, "Sign it, don't sign it, but you're only getting your money and you're only getting your money for your

local agencies if both those public officials sign those certifications." The AG had some significant conversations to term it lightly with DC and DOJ. We did finally see literally 1 days ago that they removed some of the criminal penalties language from the certifications, and now those certifications have been signed. Understand that this is not a one-time fix. These certifications are going to continue into the next administration. DOJ has already told us that the next round of JAG Byrne grant funding as well as Project Safe Neighborhood's funding is going to include additional forms of certifications. So this battle is not over, but we understand and appreciate how important this money is to you, and we appreciate your patience. Again, we were trying to do good things with DC and tried to move them away from these standards. It's not going to happen and it's only going to continue. If you have any questions about those things or anything I've mentioned today, I'll be here for a little while, I'll be happy to talk to you off site.

The only other thing that I wanted to mention is we know that there have been significant questions specifically as it relates to interpretation of the CJIS security policy and MDTs. So I have for you in draft form some information on that. Understand we have pushed back to the FBI on this significantly. We have tried to define things as inadvertent exposure to CJIS

that is not a term that the FBI recognizes. There are things that we're willing to take dings for when they audit us, which is every three years. And understand their audit of Florida, they come out and they pick random sites, local law enforcement agencies that they come and audit. The state of Florida and FDLE receives those sanctions, not your agencies, we do. So we have had some battles with them over this issue. We will continue to press on that and I will let you know that we have personally sent communications to the current FBI director letting him know that Florida wants to see a complete rewrite of the CJIS security policy. To use our director of CJIS's terms, we believe that they have crafted a mechanism for building a \$50,000 fence for a \$50 pony. The nature of this information being mostly public in Florida, we feel like they have taken way too many safeguards that are far too expensive for our locals to implement as well as the State of Florida to implement for the nature of the data that is being secured in the world that we live in today. So we appreciate your feedback on that. We feel your frustration and we feel bad that we are often the messenger. Please don't kill us when we come to your agencies to do those audits. But we will work with you the best we can to push those battles with the bureau.

If there's any questions you have now, I'll be happy to

take them. If not, I will be around and I'll be happy to answer at that time. Yes, sir?

AUDIENCE: (Unintelligible).

JENNIFER PRITT: The question if you couldn't hear it was whether we have heard that they will extend the deadline of September 30<sup>th</sup>. Chief Haring who is our SAA and works on those issue has told us we have heard preliminarily that they are willing to entertain an extension on those deadlines. As soon as we draw down the receipt of those funds and they open that up, we'll be pushing for some extensions. As you know, or if you aren't already aware, we had asked for a waiver of the supplanting rule, which was that if you needed to find funding in the past eight months because of things that you had normally funded out of JAG Byrne grant funding and the money was not flowing, if that was something that you had paid for with funds from another source, once these funds are drawn down, you can go back and reimburse that source. That will not be considered supplanting under DOJ's rules because of the delays that they had with these certifications. Thank you very much for your time.

MODERATOR: Thank you very much. And next we are pleased to welcome Gail Holley, FDOT Safe Mobility for Life Program and research manager, and Grady Carrick with Enforcement

Engineering. Please welcome.

GAIL HOLLEY: Good morning. We're really excited to be here today. I want to talk to you a little bit about the department's Safe Mobility For Life Program. DOT has actually been working on our aging road user program since the 1990s. Many of you might not know, but during that time we really focused on making roadway improvements that were based on research recommendations designed to compensate for the natural age-related changes that happen to all of us, but at no particular age. So things you see out there in the roadway now, wider pavement markings, larger letterings on our guide signs and our advance street name signs, the use of the high emphasis crosswalks, plus a few more became part of DOT's standards and also on local roads as well.

But really as, you know, Brian mentioned, our population is growing and currently we are at 20 percent of our populations over the age of 65. But more enlightening is, is that in 2030 it's projected that over 27 percent of our population is going to be over the age of 65, which really means maybe one in four drivers are going to be out there on the road. And so keeping those numbers in mind, along with our goal to reduce the crash, injury and fatality rates, we changed the approach to our program. And so in 2009 we partnered with Florida State University's Pepper Institute on Aging and Public Policy to form

a statewide coalition and with lots of different agencies and organizations that share a common interest in transportation safety and mobility. We have many public, private and non-profit organizations that are familiar to you that are a part of our efforts. And we also have representation from each of our DOT district offices as well. We have representatives from law enforcement and Department of Highway Safety and Motor Vehicles and Elder Affairs as well sit on our coalition. But the thing about our coalition is we are an active group. We produce materials, we solve problems, produce materials and we support outreach throughout the state. And about a year and a half ago we wanted to gain a better understanding about the specific needs of law enforcement when encountering aging drivers. So we actually conducted a survey, we distributed it through FPCA and a couple of other organizations and if anybody completed that survey, thank you, because now Grady is going to come up and talk to you a little bit about some of those results and what we've actually developed using those results.

GRADY CARRICK: Very good. Thank you, Gail. As Gail mentioned, you were very instrumental in helping pushing out a survey to officers to find out how big of a problem they're confronted with in their daily jobs as it relates to older drivers and medically at-risk drivers. So from the responses, we

learned that more than two thirds of the officers in Florida are confronted with situations involving aging drivers on a monthly basis, and about half of our officers indicated that they deal with this weekly, and one in four officers in Florida based on these survey results told us that this is pretty much a daily thing for them. So officers were very candid and they told us that they felt like they needed some more training in this particular area of their jobs. And 59 percent indicated they would be interested in more training and 82 percent said that they definitely would attend such training if it were offered. Now technology is a big part of an officer's skill set and they're very comfortable with receiving training and using in-vehicle systems and roll call formats. So the survey result showed that they would like to receive training using technology. So our team set out to deliver a product that would meet the needs of the officers. So we created a short eight to 10-minute roll call type training video building off existing products that are offered by NHTSA in other states and the IACP. In the core competencies for officers really are understanding the problem of the aging drivers and medically at-risk drivers recognizing those individuals who may be at risk and then conveying to those officers how they might help to solve that situation that they're confronted with on the side of the road.

So we created some real life scenarios using the help of officers from some local jurisdictions in central Florida, the Winter Park PD, Orange County Sheriff's Office and the Florida Highway Patrol. And we think that seeing these familiar uniforms and vehicles will really resonate with all of our officers in Florida and allow them to put themselves in the shoes of those officers that they're seeing on the video. But you know what? It's really not just about dealing with older drivers, officers regularly deal with drivers who have other medical conditions that affect their mobility, their vision or their cognitive skills and abilities. So drivers of practically any age as Gail had mentioned might be impacted by these conditions. So these are the common conditions that our officers are encountering in crashes, people that say they had a seizure, people that say they blacked out and were kind of left trying to figure out, Well, what happened? You know, is this person being honest? What should I do with this driver at this point? So what is an officer to do when confronted with someone who might not be fit to drive? Fortunately, our training focuses on solutions for our officers, referring them to DHSMV for reexamination using the medical review form that DHSMV offers or the crash report or the DAVID system, and all these are discussed in the training video. And we also cover contacting a family member or caregiver and



having them come and meet with the officer at the scene or other place to take the individual home. And then finally we touch on the thing that we use as a last resort, I think, and that is we work with our dispatch to get a community resource to come in and help. So our training orients officers and dispatchers to the Safe Mobility For Life website where they can get additional information on local resources in your area and your jurisdictions.

So while the roll call video is an excellent way to familiarize officers with this problem and potential solutions, we also know that they need some additional tools. So as a part of the video project, we created a companion visor card that they can carry in their vehicle visor or in their seat organizer and they can have in their patrol car to kind of remind them of the things that we talk about in the video long after they view it. So again, a very exciting product and we're proud to have had an opportunity to create it with law enforcement for law enforcement. So Gail, I'll let you wrap it up.

GAIL HOLLEY: Now that the video is complete, we're really excited to push out this tool kit. So we've also developed an outreach tool kit where we're putting everything in one PDF that'll have not only the link to the video, but it'll show the visor card, how to get the visor card and it also gives really

good content on things to put in newsletters, on social media, really trying to get the message out. Not just about the roll call video itself, but also about the program and the coalition's message, which is really we want people to, you know, understand the impact that aging has on driving, be proactive about your safe driving skills and then plan for a safe transition. We feel like those three components is going to give everybody safe mobility for life. So we really are looking forward for you guys to help us push this out. And Megan is with me from Pepper Institute and she's got fact sheets if you want to know more about us. But we really appreciate your time and look forward to helping us distribute our information even more. Thank you.

MODERATOR: Thank you very much. And last but certainly not least, we have Bureau Chief Anne Avery from the Department of Elder Affairs. Thank you for being here today.

ANNE AVERY: May I manipulate the podium a little bit? Thank you. I think we went in order of height so that maybe why I'm at the end. Thank you, Amy, and your staff and the Police Chief's Association for inviting the Department of Elder Affairs here. I see some friendly faces that have helped us in different things, World Elder Abuse Awareness Day, some Dementia Care and Cure Initiative outreaches across the state. As Gail mentioned,

Department of Elder Affairs has partners in a lot of different state agencies and local jurisdictions. DOT is one of our very strong partners. She was mentioning the older drivers and some of the issues that surround them. So I'd like to take just a quick minute and tell you a short story.

On February 26<sup>th</sup>, 2008, Mary, an 86-year-old female who suffered from dementia drove away from her assisted living facility in Largo, Florida. Her body was found a week later 10 miles away in the Intracoastal Waterway. Her submerged car was nearby. After her death, local people came together to bill what they hoped to be a pilot program based in Pinellas County to prevent such tragedies in the future. Among the original committee members was the Largo Police Chief, the Area Agency on Aging, which are single one-stop shops for seniors that are under contract with the department, the Sheriff of Pinellas County and Mary's daughter. Based on this pilot program in Pinellas County, the program became a statewide initiative based upon the highly successful Amber Alert for missing children. On October 8<sup>th</sup>, 2008, Governor Charlie Crist signed an executive order enacting Silver Alert. Florida Silver Alert became state law during the 2011 legislative session. Florida Statute 937.0201 addresses missing persons and was amended to include the Silver Alert and the term "missing endangered person", and

it is now included in that statute. According to this law, persons providing information related to the missing person when acting in good faith are provided immunity from civil liability. As a result of this legislation, agencies both law enforcement and social services, such as the Department of Elder Affairs, may now communicate information about the endangered missing person among themselves and to the media.

Department of Elder Affairs received general revenue funds as well as Older American Act funds and one of the strong programs that we have is the Alzheimer's Disease Initiative. This is mostly state dollars that we push out to those 11 Area Agencies on Aging that I mentioned earlier for them to provide certain services for those that are living with dementia or a related disorder, their families and/or their care partners. So some of these services include respite for that caregiver whether it's in their home respite or providing funds for an adult daycare center so they can have a break, case managers to help navigate a very complicated social services systems, durable medical equipment such as walkers, elevated toilet seats, incontinence supplies, transportation assistance, as we know that's a big challenge, and education and training. So why am I telling you this short story? I know everyone here knows about Silver Alert and certainly FDLE is the lead with that. The

reason we're telling you this is the department also has under contract 16 memory disorder clinics throughout the state, and I have a map of all of those clinics here, I've got bunches of copies if anybody is interested in it, and it's also on our website. It's interactive, so if you wanted to click on that memory disorder clinic, Mayo Clinic in Jacksonville, you can get all the information on there.

So these memory disorder clinics are under contract with the department. What do they do? Well, they diagnose, screen and help come up with care planning and support for those living with dementia and their families. When a Silver Alert is activated in their respective counties, they receive a ListServ, and that ListServ alert will tell them a 77-year-old male was reported missing in Sunrise. They're required by our contracts with them to reach out to that recovering law enforcement entity and ask for some information in order to contact that family, that adult that went missing and try to see if they can't get that person in for a screen, come up with a diagnosis, possible medication support and other services such as GPS WanderGuard trackers and/or there are some as you know, some companies that do the scent preservation. On occasion when the memory disorder clinics reach out to that recovering law enforcement entity, they are encountering [sic] a little bit of resistance and some

have wonderful partnerships with their sheriff's departments and their police departments, but on occasion there is some resistance. So when we met with Amy and her group and we kind of communicated that, that was something that we wanted to talk about a little bit just to maybe give your officers and your staff some insight to, Gosh, why is Tallahassee Memorial Hospital calling, you know, the police department and asking for a report about this person who went missing and is now recovered? That's the reason they're asking for that information. They're not looking for Social Security numbers. They don't need that. They just need the address, the phone number, the person's name, if there's a caregiver or when that officer took the person home or someone came and retrieved that individual from the location where they were recovered, if there's a person's family member's name, all that's really, really helpful.

As I mentioned earlier, the FDLE Missing Endangered Person Information Clearinghouse puts out a monthly report and I know I'm preaching to the choir and you guys all have this, but this is just July of this year, and just July we've had 20 Silver Alerts. Total year-to-date for 2018, 155. Since this plan was enacted, as I mentioned earlier by executive order in 2008 by Governor Crist, there's been 1,867 Silver Alerts issued. I think

as we've all talked here about the statistics of older drivers and the population increases, you're going to see more of this. Everybody wants to be independent and they want to drive as long as possible, but dementia and Alzheimer's is a real thing. In Florida, we're second highest prevalence in the nation. So as you mentioned earlier, some of the officers are encountering this when they completed their survey for DOT, and I think it's just going to be something we see a lot more of. So the Department of Elder Affairs is here and ready to answer any questions or help you with a memory disorder clinic question if you're contacted or if your officers are contacted by that clinic coordinator or the medical director of the clinic to help explain a little maybe more why they're looking for that information. And then they do, they have a lot of success stories, they reach out to that family member, they maybe didn't even know they had a diagnosis of a dementia. Maybe they thought this was just standard old age. But this is sometimes the very first step to prevent a reoccurrence of either a lost-on-foot or an actual missing driver. And with that, if I have any questions. All right. Thank you, guys, very much.

MODERATOR: Thank you all for being here today. Thank you all for being here today. We greatly appreciate your time and valuable information that you have shared with us. So beginning

at 11 will be our next presentation, which is literally in about just five minutes so that's our next presenter here. Want to take about a five-minute stretch break. Try not to leave the room and we'll get going in a few minutes.

(CONCLUSION OF SESSION)

Transcribed by: cf/ms