



Florida Impaired Driving Coalition

Meeting Report

December 7-8, 2023

Prepared for:

Florida Department of Transportation

Prepared by:

Cambridge Systematics, Inc.



1.0 Attendees

The participants in the December 7-8, 2023 Florida Impaired Driving Coalition (FIDC) meeting are listed below.

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



Name	Agency Represented	Attendance
Geoff Luebkekmann	The Florida Restaurant & Lodging Association / Regulatory Compliance Services, Inc.	☐
Sgt. Hugh Gross	Hillsborough County Sheriff's Office	☐
Isabel Perez-Morina	Advocate Program, Inc./Florida Association of Community Corrections	☐
DS. John Howard	St. Johns County Sheriff's Office	☐
Jon Askins	Institute of Police Technology and Management (IPTM)	☐
Joseph Farley	FHP	☐
Juan Cardona	Institute of Police Technology and Management (IPTM)	☒
Kathy Jimenez-Morales	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	☐
Kathleen Mazek	FDLE Alcohol Testing Program	☒
Kristie Shaw	Florida Department of Law Enforcement	☒
Det. Kevin Millan	Miami Beach Police Department	☐
Kyle Clark	International Association of Chiefs of Police (IACP)	☒
Larry Coggins	Mothers Against Drunk Driving (MADD)	☒
Lindsey Champlin	AAA	☒
Dr. Lisa Reidy	University of Miami, Division of Toxicology (UM-Toxicology)	☐
Lora Hollingsworth	Florida Dept. of Transportation, State Safety Office (FDOT-SSO)	☐
Malcom Osteen	United States Probation/United States Coast Guard (Reserve)	☐
Marcie Padron	Orange County Sheriff's Office	☐
Lt. Col. Mark Brown	Florida Highway Patrol (FHP)	☐
Sgt. Mark Eastty	Pinellas County Sheriff's Office	☐

Name	Agency Represented	Attendance
Mary Lewis	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	☒
Sgt. Matthew Rosenbloom	Pasco County Sheriff's Office	☒
Melissa Gonzalez	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	☐
Melissa Valido	Florida Teen Safe Driving Coalition	☐
Sgt. Michael Gajewski	Jacksonville Sheriff's Office	☒
Cpl. Michael White	Tampa Police Department	☐
Michele Harris	AAA	☐
Mike Sergeant	Duval DUI	☒
Mike Zinn	Florida Dept. of Transportation, District 7 (FDOT-D7)	☒
Lt. Michael Marden	Lake County Sheriff's Office	☐
Ofc. Morgan Stirling	Fort Walton Beach Police Department	☐
Nicholas Tiscione	Palm Beach County Sheriff's Office	☐
Capt. Rachel Bryant	Florida Fish and Wildlife Conservation Commission, Division of Law Enforcement, Boating and Waterways Section, Statewide Boating Safety Unit (FWC)	☐
Rolando Valdes	Office of Policy Planning, FDOT	☐
Ross Weiner	Broward State Attorney's Office	☐
Sgt. Ryan Clifton	Broward Sheriff's Office	☐
Shayla Platt	Florida Dept. of Law Enforcement, Alcohol Testing Program (FDLE-ATP)	☐
Spencer Hathaway	7th Judicial Circuit State Attorney's Office	☐
Stephen Talpins	Miami-Dade County State Attorney's Office	☐
Theresa Chestnut	Florida Dept. of Transportation, District 1 (FDOT-D1)	☐

Name	Agency Represented	Attendance
Thomas Graham	Florida Dept. of Law Enforcement, Alcohol Testing Program (FDLE-ATP)	☐
Tim Cornelius	Institute of Police Technology and Management (IPTM)	☒
Tim Roberts	Institute of Police Technology and Management (IPTM)	☒
Todd Schimpf	Florida Dept. of Health Office of Medical Marijuana Use (FDOH-OMMU)	☒
Ofc. Tom Apsey	Seminole Police Department, Seminole Tribe of Florida	☐
Tom Moffett	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	☒
Vernon Howell	Florida Dept. of Highway Safety and Motor Vehicles (FLHSMV)	☐
Vin Petty	Tallahassee Community College, Florida Public Safety Institute (TSRP-FPSI)	☒
Capt. William Jarvis	Florida Dept. of Business and Professional Regulation, Division of Alcoholic Beverages and Tobacco, Bureau of Law Enforcement (ABT)	☒
Hon. William Overton	Trial Court Judge	☐

Traffic Safety Partners

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



Dr. Patricia Byers	University of Miami Miller School of Medicine / Department of Surgery	☐
Sandy Ho	Great Bay Distributors	☐

Other Attendees

2.0 Meeting Notes – December 7, 2023

Welcome, Introductions, and Agenda

Kyle Clark, International Association of Chiefs of Police (IACP), introduced himself and welcomed participants to the Florida Impaired Driving Coalition (FIDC) meeting and thanked everyone for joining. He facilitated a round of introductions and provided updates on the following items of interest happening nationally and what they mean for impaired driving.

He said a ruling was delivered in the State of New Jersey v. Olenowski court case. The ruling is considered to be generally supportive of the Drug Recognition Expert (DRE) program but has some elements that the legal team is in the process of interpreting and will report back. Additionally, the IACP Technical Advisory Panel is compiling endorsements from various entities. Kyle encouraged the Coalition to give special thanks to retired Chief Brett Railey, Lt. Channing Taylor, Florida Highway Patrol (FHP), and Nick Tiscione, Palm Beach County Sheriff's Office, for their testimony in the Florida Senate Panel on Impaired Driving. He said Brett, Channing, and Nick did a great job and represented the FIDC well. He also said their testimony put the FIDC in the mind of legislatures. The hearing can be viewed in its entirety at the following link: [Committee on Transportation](#).

Kyle noted that Mothers Against Drunk Driving (MADD) recently published an Impaired Driving Toolkit for Law Enforcement that is a great resource for agencies to build from and encouraged members to share the toolkit widely. The toolkit can be viewed at the following link: [MADD Impaired Driving Toolkit](#). Additionally, the MADD Law Enforcement Summit is scheduled for January 17th, 2024, in Charleston, South Carolina. The aim of the one-day summit is to discuss impaired driving issues and solutions. Kyle said the Institute of Police Technology and Management (IPTM) symposium is scheduled for June 3rd-6th in Orlando, Florida and the IACP Impaired Driving and Traffic Safety (IDTS) Conference is scheduled for August 16th-18th in Washington, DC. He noted that the presentation submission window opens on January 12th.

Kyle concluded by noting that there is a death on a roadway every 23 seconds globally. He emphasized an anecdote shared by a colleague that every patrol officer in Sweden is required to include traffic enforcement as part of their daily shift. He suggested that this may be a more effective approach than having some officers conducting traffic enforcement all the time, especially if speeding and impaired driving are prioritized for enforcement.

Danny Shopf, Cambridge Systematics (CS), provided an overview of the coalition meeting agenda and the meeting followed.

24/7 Overview Presentation

Dr. Keith Humphreys, Veterans Affairs and Stanford University Medical Centers presented on 24/7 Sobriety Programs. He started with outlining several assumptions that provide the foundational support of the success of 24/7 Sobriety programs:

- Controlling and Changing Behavior is Hard for Everyone
- Weighing Distant Consequences is Hard for Everyone

Dr. Humphreys emphasized that in people experiencing addiction, self-control and valuing the future are even harder. He said that this is backed up by evidence from neuroscience, behavioral economics, and individuals' lived experiences. He noted that treatment for addiction designed around these realities both within and outside of the criminal justice system are needed. Next, Dr. Humphreys discussed how the concept of contingency management provides predictable and prompt rewards for behavior change.

24/7 Sobriety Programs are an example of an approach to contingency management within the criminal justice system. The key components of a successful program reflecting the above realities and a contingency management approach are:

- Certain and transparent consequences
- Fair consequences
- Swift consequences
- Mandated behavior changes with treatment offered

To highlight the effectiveness of 24/7 Sobriety Programs, Dr. Humphreys delved into its implementation history in the state of South Dakota. The positive impact of the 24/7 program was documented at the county level in the American Journal of Public Health with a 12 percent decrease in drunk driving arrests, a nine percent decrease in domestic violence arrests, and a four percent decrease in all-cause mortality statewide. Next, Dr. Humphreys discussed results of a similar pilot program in South London in the United Kingdom (U.K.) that resulted in 92 percent compliance with the program among the 11 individuals participating and 95 percent compliance among individuals whose alcohol-sensing bracelet detected alcohol only once.

Dr. Humphreys concluded with key lessons that included that:

- The normal human challenges of self-control and foreseeing consequences are greater in addiction.
- Swift, certain, and fair community supervision programs are tailored to that reality.
- Expanding both should help people get into recovery and improve public safety without filling up prisons.

Participants had the following questions or comments:

- Kyle Clark, IACP, noted that the coalition supports 24/7 programs. However, he said that when it was piloted in the Jacksonville area, the program was halted due to a lack of supporting infrastructure. He said it is a challenge to find a sheriff's office with enough legal support to implement a program beyond a pilot.
- Larry Coggins, Mothers Against Drunk Driving (MADD), emphasized how important a personal connection or experience with loss of life due to impaired driving among decision makers would be.
- Dr. Humphreys said that economics can be convincing as well. He noted that in South Dakota, Sheriffs' Offices had empty cells which allowed them to start to house prison inmates, which brought individual counties and the state ahead fiscally.
- Kyle asked the coalition if members were aware of any Florida Sheriff's Offices that have collaborative working relationships within their judicial circuit that are willing to pilot a 24/7 program?
- Brandy Howard, SunCoast Safety Council, mentioned Pinellas County as a possibility, but emphasized limits of cohesion between any individual sheriff's office and the Judiciary.
- The challenge in finding an acceptable pilot location is that it needs to be in a jurisdiction that is big enough to have an impaired driving problem, but not too big that overseeing the implementation of a pilot program across units of government is not prohibitive or under prioritized.
- Danny Shopf, CS, noted that part of the Action Plan discussion will be to consider developing a 24/7 program presentation that coalition members can use to demonstrate effectiveness to decision makers, and that volunteers to be Action Step Leaders will be needed.

FIDC Strategic Action Plan Subcommittee Breakout Overview

Danny provided an overview of the Subcommittee Breakout Sessions. The sessions consisted of two 45-minute discussions focused on key Impaired Driving Strategic Plan (ISDP) Actions. Coalition members divided into three groups based on the actions displayed on screen. He noted that CS staff will schedule and lead follow-up virtual meetings to support each subcommittees' progress in between the quarterly coalition meetings.

FIDC Strategic Action Plan Subcommittee Breakout Session

Attendees joined into subcommittee groups based on the following Action Items:

Subcommittee Breakout Part 1

- 5A.1 – Document 24/7 program best practices and develop a presentation which includes alcohol and other impairing substances for use in soliciting programs to participate in a Florida pilot.
- 2A.7 – Collaborate with law enforcement agencies to encourage last drink surveys to better understand where impaired drivers are coming from.
- 2A.1 – Determine the need to develop signage that discourages impaired driving and distribute to establishments serving alcohol or drugs (pharmacies, dispensaries, etc.).
- 2C.7 – Develop educational materials on the impact of prescription medications and driving impairment.

Subcommittee Breakout Part 2

- 1B.3 – Develop a visual representation of Florida’s full impaired driving countermeasures system which maps out what happens to someone when they receive a DUI (enforcement through treatment).
- 4A.8 – Develop a visual representation of Florida’s full impaired driving countermeasures system which maps out what happens to someone when they receive a DUI (enforcement through treatment).
- 3B.4 and 3.5 – Create new digital and print materials related to outstanding gaps in impaired driving education and outreach, including:
 - Responsible service/overservice
 - Designated drivers
 - Workplaces/employers

Legislative Updates

Danny and Ernie Bradley, Florida Department of Transportation (FDOT), lead a group discussion on potential legislative activity that may be of interest to coalition members in the upcoming 2024 Florida Legislative Session. Danny and Ernie opened the floor for coalition members to share items of interest.

Kyle suggested Chief Railey provide a report out on the Florida Senate Transportation Committee Meeting testimony on Impaired Driving. Chief Railey said he provided an overview of the background of the FIDC to the committee, noting the depth of the coalition’s representation and its priorities. He said Channing drove home the necessity of the recommended language changes and Nick discussed the importance of revising Florida’s Driving Under the Influence (DUI) law to include the phrase “any impairing substance.” Additionally, Pinellas State Attorney Adam Ross supported the coalition’s testimony and priorities.

Chief Railey said that from the discussion with senators on the committee, there may be hope for implementation. He noted the ample showing of support from FHP in the audience. Larry noted that during the previous legislative session, a bill containing the model language changes made it all the way through the Florida Senate but emphasized that it was cut out of the final bill by the Governor’s Office. Channing emphasized the importance of monitoring any potential language changes that could potentially make the change unenforceable.

FDOT Outreach on Subgrants

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

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

engineering projects through these subgrants. Additional restrictions include a prohibition on equipment replacement.

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

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

Next, Ernie provided an overview of the timeframe in which Concept Papers are to be developed and submitted to FDOT. Then he delved into the Impaired Driving subgrants awarded in the last fiscal year. He noted that funding will not be approved if it is only for purchasing equipment, but that the primary purpose of the subgrant funding to increase both impaired driving related education and overtime enforcement operations in localities with high instances of impaired driving related citations, crashes, serious injuries, and fatalities. Ernie noted that while there are allowable costs, purchases, and activities for subgrant funding, funding will not be approved if it is only for purchasing equipment.

The primary purpose of the subgrant funding is to increase both impaired driving related education and overtime enforcement operations in localities with high instances of impaired driving related citations, crashes, serious injuries, and fatalities. He said that while an agency's ranking on the FDOT Highway Safety Matrix is the initial qualifying factor for funding, an understanding of that agency's overall impaired driving related issues, supported by geographic and citation data, is vital to determining if a project will be funded. For example, the City of Miami Beach is not in the top 35 percent of its tier of impaired driving crashes, but as an entertainment destination, the Miami Beach Police Department was able to demonstrate that they were seeing incidents of drivers consume alcohol in Miami Beach, to then travel to other jurisdictions.

He directed attendees to a handout listing all the agencies receiving impaired driving subgrant funding for this cycle and the agencies in the top 35 percent for impaired driving crashes that had not applied for either this year or multiple years. He closed requesting assistance in spreading the word to these agencies to apply for subgrant funding. He reminded the coalition that January is when Intelligrants allows users to submit new concept papers and the importance of demonstrating need beyond the top 35 percent of counties.

Participants had the following questions and comments:

- Brett asked what outreach strategies are utilized to reach the top 35 percent of agencies?
 - Ernie said the Law Enforcement Liaison (LEL) program and previous applicant contacts were the avenues through which outreach was being primarily conducted.
 - Brett asked if there was any direct outreach to heads of the agencies with a mailer or letter? Noting that if he received a letter as Chief of Police from the Florida Department of Transportation saying his agency was eligible for grant funding, it would carry some weight.

He also noted outreach in this way has been successful on encouraging actions from agencies through the Florida Pedestrian and Bicycle Coalition.

- Tim Cornelius, Institute of Police Technology and Management (IPTM), noted that some agencies have DRE overtime contracts as a result of letters notifying their eligibility that were sent by IPTM. He also that that he has received positive feedback from those agencies about the letters.
- Danny asked if Brett would share the email text sent used by the Florida Pedestrian and Bicycle Safety Coalition to the FDOT team to adapt for the FIDC.
- Larry noted that some smaller jurisdictions may not have their own agencies or police departments and may be under the jurisdiction of the County Sheriff's Office.
- Brett asked if Ernie would provide copies of the Highway Safety Matrices discussed in his presentation so that he can share them at with the Highway Safety Committee at the upcoming Sheriff's Association Meeting.

Public Comment Period

There were no public comments.

Day 1 Recap

Danny provided a quick recap of Day 1 of the meeting and reminded members that Day 2 would start at 9:00 AM the following morning.

3.0 Meeting Notes – December 8, 2023

Recap of Day 1

Kyle welcomed participants and thanked them for attending Day 2 of the FIDC meeting. Kyle gave a detailed recap of Day 1, Danny reviewed the agenda for Day 2, and the meeting followed.

DADSS Presentation

George Bishop, Automotive Coalition for Traffic Safety (ACTS), presented on the Driver Alcohol Detection System for Safety (DADSS). He said the ACTS is a coalition of major automobile manufactures and discussed his career working in the Virginia Legislature and the Virginia Department of Motor Vehicles. Then he discussed the public-private partnership between ACTS and the National Highway Traffic Safety Administration (NHTSA) to pursue research of alcohol detection systems. He said the value in pursuing such systems could be significant. According to analysis by the Insurance Institute for Highway Safety, DADSS could prevent 9,400 deaths annually at a national scale. Over a 15-year period, 59,000 deaths and 1.25 million serious injuries could potentially be avoided.

There are two types of DADSS technology systems, but the passive nature of the detection system is critical to both, contrasting with an ignition interlock system. George said a DADSS system will detect a Blood Alcohol

Content (BAC) at or above the legal limit and prevent the vehicle from moving. He emphasized that the detection will not prevent the vehicle from starting but will not allow the driver of the vehicle to put it into gear.

The two types of systems are a breath-based system and a touch based system. The breath-based system takes a breath sample of the air in the vehicle and the touch based system would be located either in the steering wheel or gear shift. George displayed the timeline of the development of the DADSS systems since research began in 2008 and the increasing level of detection accuracy. He said that Generation 4.0 is anticipated to reach a 99.79 percent detection rate indicating a high enough level of detection to be given to manufacturers.

Next, George discussed the attributes of a Driving Monitoring System (DMS) compared to an Alcohol Detection System (ADS). He read the requirements for each system from the Infrastructure Investment and Jobs (IIJA) and displayed the rulemaking timeline. November 15, 2027, is the farthest out date for NHTSA to finalize rules for DADSS and November 2030 is when it will be required to be offered by vehicle manufacturers.

In addition to the research conducted by ACTS and NHTSA, George provided information on the vital roles that state agencies play. He said that the states of Virginia, Maryland, and Connecticut have joined Driven to Protect, an initiative of the DADSS research program that empowers states to expand their fight against drunk driving by advancing lifesaving safety technology. He emphasized that the mandate through IIJA is for rulemaking and that auto-manufacturers will be required to offer an alcohol detection system to consumers as part of other optional in-vehicle safety technologies. George said that consumer acceptance is just as important as the technology working. The goal of ACTS and the DADSS program is to build awareness, excitement, and anticipation so consumers want this safety feature included when purchasing a new vehicle.

The Driven to Protect Initiative is growing and is helping conduct on-road vehicle testing with NHTSA recently updating guidance for such testing and the utilization of grant funds for this purpose with the goal of encouraging more states to be involved. The on-road testing is conducted through fleet partnerships. The testing and partnerships build awareness as does demonstrations at sporting events. These demonstrations prime the public to anticipate this new technology and provides ample anecdotal evidence of consumer interest.

Participants had the following questions and comments:

- Kyle asked if it will continually monitor the BAC of the driver?
 - George emphasized the difference between an alcohol monitoring system and an alcohol detection system. An alcohol detection system will prevent the vehicle from moving.
- Brett asked how long until the system detects alcohol?
 - Approximately 1.5 seconds. Part of the research lab in Littleton, MA is exclusively devoted to answering that question and improving that timeframe. George said that the average time for drivers to be ready to drive after entering a vehicle, buckling up, starting the engine, etc. is approximately 7.6 seconds.
- William Jarvis, Division of Alcoholic Beverages and Tobacco (ABT), asked if the detection system works off ambient air pressure? How does it distinguish between a designated driver and an impaired passenger?
 - The dilution factor is the key component of the alcohol detection system. The system is looking for carbon dioxide and measuring it against the air that is not made up of carbon dioxide. By the

time ethanol in the breath of a passenger reaches the detection system it will be diluted. Part of the testing includes placing the sensors of the detection system in different areas of the vehicle. A sensor placed in front of the driver will not sense alcohol in the rest of the vehicle because it will be too diluted.

- David Ennis, retired Chief of Police, asked how often are the sensors calibrated?
 - Although other drunk driving technology such as breathalyzers and ignition interlock devices need to be calibrated, the DADSS systems does not need to be calibrated.
- David asked if the system detects any alcohol and what ensures that the system works effectively over time?
 - It depends on the purpose of detection. For teen drivers, it can be set to detect a BAC of .02. For commercial drivers in Utah, for example, it would be set at BAC .05. The sensors in the version of the system currently being tested are working effectively, are older than five years, and have not needed to be calibrated. The in-lab testing conducted to validate blood draws is aiming to be 99.9999 percent accurate. The lasers in the system will have to be replaced before the sensors will. By the time the systems are in vehicles the goal is to be 99.9999 percent accurate which is sensitive enough to detect the addition of a quarter pound burger on the weight of an eighteen-wheel truck. This level of accuracy is necessary to bolster consumer confidence and minimize false positives.
- Brett asked if there is external validation done on the system?
 - No, however auto-manufacturing standards must be met, and it will not go to market until the 99.9999 percent sensitivity is met.
- Brandy asked if the detection system prevents the vehicle from moving and if there is a wait time to try to start again?
 - This highlights the distinction between passive and directed samples. The passive detection system will only allow the driver to put the vehicle in gear when the metabolization of alcohol is over, which is another way of saying until the driver is sober. However, if a driver consumes a shot of alcohol and immediately gets into a vehicle before the alcohol has begun to be metabolized there may be a gap there. That is something NHTSA will have to address during their rulemaking process.
- David asked how would a consumer know that it is accurate?
 - Over the years we have been testing, the system has not degraded in accuracy. However, the most recent on-road testing was in 2018.
- David said the potential benefits of this tool present an opportunity for the coalition to address if and how the system degrades over time, as well as what may cause it to degrade. The potential cost of maintaining the system may deter some consumers.
- Chanyoung Lee, Center for Urban Transportation Research (CUTR), asked if the rule for all vehicles to have these systems apply to motorcycles?
 - No, ACTS is operating under the assumption that it will not apply to motorcycles, but NHTSA rulemaking may or may not apply to motorcycles.

- Brandy asked if ACTS is the only organization researching this technology?
 - ACTS is a public private partnership between auto manufacturers and the Federal Government. KEA technologies were awarded the research contract at the beginning of the partnership. However, neither ACTS nor KEA are profiting off of this technology.
- Chanyoung asked if there was a possibility that the detection system will inform the driver instead of preventing the shifter from going into gear, similar to how safety belt warning systems work today?
 - NHTSA and the individual auto-manufacturers will have to determine that.
- Chanyoung asked if any commercial drivers were detected as impaired during the on-road fleet testing?
 - No, but there were false positives, given that the .02 BAC detection level is lower than in other scenarios.
- Danny asked if there was enough data from the on-road testing for a large enough sample size?
 - Yes, there is several years' worth of data from the four test beds during on-road testing.
- Kristy Shaw, Florida Department of Law Enforcement (FDLE), asked if it would detect mouthwash?
 - It would, but not for very long since the ethanol in mouthwash would metabolize very quickly.
- Kyle noted that MADD was very supportive of requiring this rulemaking as part of IIJA and applauded MADD's efforts. He said he liked the idea of a demonstration vehicle. He asked what the cost for fleet testing?
 - While not sure of the exact cost, grant funds may be available to purchase demonstration vehicles equipped with these systems.
- Danny asked if there have there been any efforts to push this technology in aftermarket car sales?
 - Yes, the reference design actually envisions that incorporation, but there may be a tier 1 auto manufacturer that may be in the process of building aftermarket. There are aftermarket opportunities, for DADSS as well as DMS for fleets.
- Ernie asked if the ACTS's research is considering drugged driving detection.
 - ACTS, its supporting funding, and the IIJA legislation is focused on alcohol only.



Action Plan Report Out

Danny Shopf, Cambridge Systematics, lead the coalition through a report out of the FIDC Strategic Action Plan.

He reminded the coalition that this is a five year plan that progress will happen organically over time and that it is a living document subject to change. Action Step Leaders provided updates on their respective action steps.

Public Comment Period

There were no public comments.

Next Steps

Future Presentations

Q2:

- Office of Medical Marijuana Use (OMMU) Introduction - Chris Kimball Director –
- Q2: SURVIVE THE RIDE Prospective Toxicology ANALYSIS 2022 - Dr. Patricia Byers, University of Miami, Miller School of Medicine

Q3:

- OMMU - Modernization of the Medical Marijuana Use Registry

Next Meetings (in-person)

- Q2: February 1-2, 2024
- Q3: May 9-10, 2024
- Q4: August 22-23, 2024
- FY 24-25 Q1: TBD

Adjourn

The coalition meeting ended at 12:10 pm.

Contact information for impaired driving questions:

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