



December 7, 2023 Meeting – Day 1

WiFi Password: **LBV2023**

presented to
Florida Impaired Driving Coalition

presented by
Ernie Bradley, FDOT
Danny Shopf, Cambridge
Systematics

December 7, 2023





Welcome, Introductions, and Agenda

Kyle Clark, Chair

Agenda



Day 1 – December 7, 2023

1:00 – 1:15 PM	Welcome, Introductions, Agenda	Kyle Clark
1:15 – 2:00 PM	24/7 Overview Presentation	Dr. Keith Humphreys
2:00 – 2:15 PM	FIDC Strategic Action Plan Subcommittee Breakout Overview	Danny Shopf
2:15 – 3:45 PM	FIDC Strategic Action Plan Subcommittee Breakout Session	Action Step Leaders
3:15 – 3:45 PM	Break	
3:45 – 4:30 PM	FDOT Outreach Discussion on Subgrants	Ernie Bradley
4:30 – 4:45 PM	Public Comment Period	Ernie Bradley
4:45 – 5:00 PM	Day 1 Recap	Danny Shopf

Agenda



Day 2 – December 8, 2023

9:00 – 9:15 AM	Recap of Day 1	Kyle Clark
9:15 – 10:15 AM	DADDs Presentation	George Bishop
10:15 – 10:30 AM	Break	
10:30 – 11:00 AM	Action Plan Report Out	Danny Shopf
11:00 – 11:30 AM	Legislative Updates	Group Discussion
11:30 – 11:45 AM	Public Comment Period	Ernie Bradley
11:45 – 12:00 PM	Wrap Up and Next Steps	Danny Shopf



24/7 Overview Presentation

Dr. Keith Humphreys



FIDC Strategic Action Plan Subcommittee Breakout Overview

Danny Shopf, Cambridge Systematics

FIDC Strategic Action Plan Subcommittee Breakout



- » **Two 45-minute discussions** focused on key IDSP Actions
- » Members will **divide into three groups**
 - Participants are encouraged to float between groups if multiple topics are of interest to them
- » Alan, Crystal, and Danny will lead **follow-up virtual meetings** before the next FIDC Meeting
- » If there is time remaining, coordinate with other members on actions not identified for discussion at this meeting



FIDC Strategic Plan Subcommittee Breakout Session

Group Discussion

FIDC Strategic Action Plan

Subcommittee Breakout Part 1



5A.1 Danny

- 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 & 2A.1 Crystal

- Collaborate with law enforcement agencies to encourage last drink surveys to better understand where impaired drivers are coming from.
- Determine the need to develop signage that discourages impaired driving and distribute to establishments serving alcohol or drugs (pharmacies, dispensaries, etc.).

2C.7 Alan

- Develop educational materials on the impact of prescription medications and driving impairment.

FIDC Strategic Action Plan

Subcommittee Breakout Part 2



1B.3 Danny

- 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 Crystal

- c.

3B.4 & 3.5 Alan

- Create new digital and print materials related to outstanding gaps in impaired driving education and outreach, including:
 - Responsible service/overservice
 - Designated drivers
 - Workplaces/employers



Break



Legislative Updates

Group Discussion



FDOT Outreach Discussion on Subgrants

Ernie Bradley, FDOT

FY 2024 FDOT Highway Safety HVE Subgrant Overview

FDOT State Safety Office

presented to

*Florida Impaired Driving
Coalition*

presented by

Ernie Bradley

Impaired Driving Traffic Safety Program Manager



June 2023

Agenda

1

WELCOME AND INTRODUCTIONS

2

GENERAL SUBGRANTS OVERVIEW

3

FY22-23 IMPAIRED DRIVING SUBGRANTS

4

FLORIDA IMPAIRED DRIVING ENFORCEMENT GAPS





General Subgrants Overview



Plan Connections

Subgrant development is guided by a **State's Strategic Highway Safety Plan (SHSP)** and the **Highway Safety Plan (HSP)**



Who Can Apply?



GOVERNMENT AGENCIES (POLITICAL SUBDIVISIONS OF STATE, LOCAL, CITY AND COUNTY GOVERNMENT AGENCIES)



LAW ENFORCEMENT AGENCIES



SCHOOLS (STATE COLLEGES AND STATE UNIVERSITIES)



EMERGENCY SERVICE PROVIDERS (EMS AND FIRE DEPARTMENTS)



CERTAIN QUALIFIED NON-PROFIT ORGANIZATIONS (MOTHERS AGAINST DRUNK DRIVING (MADD), FOUNDATIONS, ETC.)



Funding Source: NHTSA

The National Highway Traffic Safety Administration (NHTSA)

administers over \$500 million in grant programs annually to help states conduct effective highway safety programs

FDOT State Safety Office awards subgrants to traffic safety partners who undertake priority area programs and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities using funds provided by NHTSA.

Subgrants are awarded to **state and local safety-related agencies** to assist in the development and implementation of programs in traffic safety priority areas.



General Funded Project Types



NHTSA funding **CAN** be awarded to projects focused primarily on education, outreach, and enforcements to support a specific traffic safety challenge

Funding is **NOT AVAILABLE** for research or engineering projects



Funding Restrictions

- Replacement/supplanting of existing program expenditures and/or items are not allowable

Examples of unallowable costs include but are not limited too: replacement of vehicles purchased through previous subgrants, program maintenance, rehabilitation, and construction.



Tunnel Vision

***DON'T TRY TO
REPRODUCE
SOMETHING ANOTHER
TRAFFIC SAFETY
PARTNER IS ALREADY
DOING***



How To Apply?

Our Grants System (Intelligrants)

**Florida Highway Traffic Safety Grant System**

System Login

The Florida Department of Transportation's Highway Traffic Safety Subgrant Management System

Greetings,

Welcome to the Florida Department of Transportation's Highway Traffic Safety Subgrant Management System. This system is the gateway to applying for and securing subgrant funding to improve highway safety in your community. If you are not aware of the grant programs we support, please see our website at <http://www.fdot.gov/safety/3-Grants/Grants-Home.shtm>

- This system was designed to be compatible with common up-to-date web browsers including Google Chrome, Firefox, Safari, and Opera.
- First-time users will need to register by clicking on "New User?" in the login box above. After you have registered, you will be notified by email once you have been approved for system access.
- System access will allow you to login and access the grant management system to apply, manage, and request reimbursement for highway safety subgrants.

We look forward to working with you towards improving traffic safety on our highways and in your community.

Login

Username

Password

LOGIN

[New User?](#)

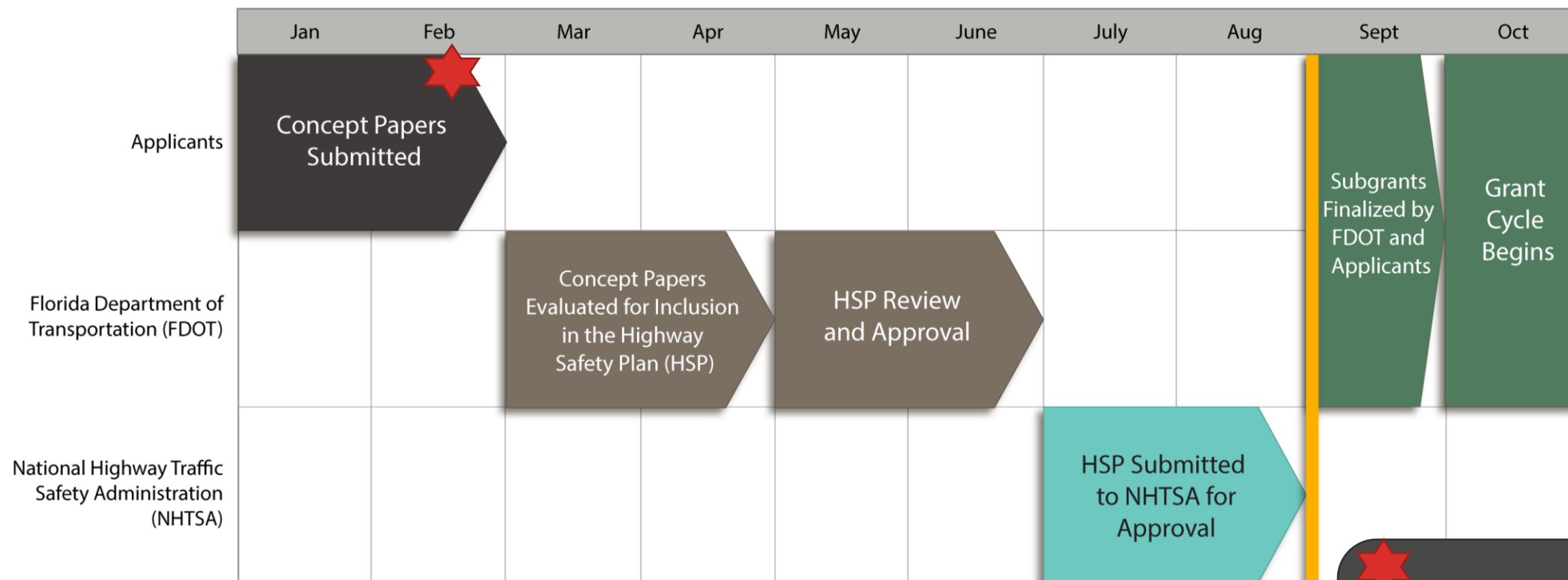
[Forgot Username/Password?](#)

Selection Criteria

- ✓ Does the concept paper request satisfy a specific traffic safety need identified by the FDOT State Safety Office?
- ✓ Does the agency making the funding request serve a city/county ranked in the top 35% of its population group for the priority area in which funds are being requested according to the [Florida Highway Safety Matrices](#)?
- ✓ Does the crash data supplied in the concept paper's "Statement of the Problem" document an existing traffic safety problem? (Citation data and survey results can also be used to document the problem.)
- ✓ How does this request for funding tie into the [Strategic Highway Safety Plan](#) (goals and objectives)?
- ✓ If the agency was funded in the past, did it submit reports, invoices, and financial paperwork on a timely basis and implement the activities that were detailed in the subgrant agreement?
- ✓ Does the indirect cost rate requested significantly affect the proposed project's ability to adequately address the traffic safety need?



Concept to Subgrant Process Timeline



- FDOT Notified of HSP Approval
- Applicants are Notified of Selection or Denial

Concept papers are only accepted through February 28th



Impaired Driving Subgrant Overview



Concept Papers

- The following slides are intended as examples of the most common requests



Anyone can apply under any category



Agencies can apply for more than one program area



Do not use the same wording in each concept paper application



Equipment

- Funding for equipment is contingent on evidence of need
- Concepts with majority funding for equipment are discouraged
- Concepts can **NOT** be for only equipment



Impaired Driving



- Law enforcement agencies
- College or universities
- Non-profits
- State agencies

Impaired Driving

What's allowed:

- Overtime hours for enforcement
- Overtime hours for outreach and education
- Overtime hours for support staff during a checkpoint
- Overtime hours for subgrant reimbursement and reporting (1-2 hours)
- Fatal Vision goggles
- SIDNE or pedal karts
- Impaired driving simulators
- Portable message boards
- Vehicle Wrap (Drive Sober or Get Pulled Over)
- Intoxilyzers
- In-car video systems
- Vehicle installation of intoxilyzers

- USB drives (preloaded with impaired driving prevention messages)
- B.A.T. mobile with great justification
- DUI vehicles
- Vehicle Wrap (Drive Sober or Get Pulled Over)
- DUI checkpoint equipment:
 - Trailers
 - Message boards
 - Portable light towers
 - Traffic cones
 - Arrow boards
 - Generators



Impaired Driving

What's **NOT** allowed:

- Officers regular time
- Dispatchers time
- Officers time for training
- Officers time for court
- Promotional items
- Speed measurement devices
- Portable speed feedback signs
- Tint meters



Understanding the FDOT Matrix

FISCAL YEAR 2024 (AVAILABLE LATE DECEMBER)

- County Matrix
 - Counties Group I: 26 Counties (Population 200,001+)
 - Counties Group II: 15 Counties (Population 50,001-200,000)
 - Counties Group III: 26 Counties (Population Up to 50,000)
- City Group 1 Matrix (Population 75,000+)
- City Group 2 Matrix (Population 15,000-74,999)
- City Group 3 Matrix (Population 3,000-14,999)

<https://www.fdot.gov/safety/3-Grants/Grants-conceptpapers.shtm>



FDOT Matrix – Florida Counties



Group I - Population of 200,001 and above - 26 Counties										Group II - Population of 50,001 to 200,000 - 15 Counties										Group III - Population of up to 50,000 - 26 Counties									
Florida County (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida County (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida County (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Alachua	19	18	14	18	16	18	20	19	24	Bay	7	2	6	3	2	1	2	2	8	Baker	22	13	19	17	9	18	24	7	12
Brevard	12	14	15	11	15	12	10	12	16	Charlotte	6	4	7	5	13	5	7	10	5	Bradford	13	16	9	12	10	7	21	22	13
Broward	3	7	13	3	4	2	2	4	2	Citrus	2	1	2	2	3	4	3	3	2	Calhoun	20	17	20	19	22	17	19	18	22
Clay	26	26	24	26	26	26	26	26	23	Columbia	8	9	4	15	1	12	5	4	15	Desoto	4	11	6	1	7	1	13	5	2
Collier	18	13	17	24	18	19	22	18	25	Flagler	14	12	11	6	14	14	12	15	13	Dixie	17	18	14	18	11	13	15	13	9
Duval	15	10	1	10	5	7	11	11	3	Hernando	1	3	3	1	5	3	1	1	1	Franklin	24	23	24	22	26	22	25	24	24
Escambia	20	19	20	20	19	15	23	20	15	Highlands	4	7	5	9	7	9	6	5	11	Gadsden	6	2	4	8	5	10	2	9	17
Hillsborough	6	3	2	4	2	4	3	3	5	Indian River	5	11	8	10	9	7	8	6	10	Gilchrist	19	22	11	14	16	26	12	12	20
Lake	13	15	16	14	14	21	15	15	13	Martin	9	15	9	7	8	6	4	11	6	Glades	18	10	8	9	13	23	17	19	16
Lee	10	6	3	9	9	10	7	9	12	Monroe	11	6	14	4	15	2	13	14	14	Gulf	21	21	25	20	20	20	22	23	8
Leon	25	25	22	25	24	22	17	24	26	Nassau	12	14	10	14	12	15	15	7	4	Hamilton	16	20	15	21	17	14	10	16	23
Manatee	7	12	10	13	13	11	16	7	8	Putnam	13	13	1	12	4	10	10	12	12	Hardee	3	9	7	4	4	8	11	4	14
Marion	14	21	7	16	11	16	13	16	20	Santa Rosa	10	5	13	8	11	13	11	9	7	Hendry	8	6	12	3	8	2	5	10	1
Miami-Dade	4	8	8	1	1	1	4	2	4	Sumter	3	8	12	11	6	8	14	8	3	Holmes	9	15	18	16	19	19	18	11	15
Okaloosa	24	20	26	23	23	24	21	21	21	Walton	15	10	15	13	10	11	9	13	9	Jackson	5	1	5	7	2	3	8	2	7
Orange	8	1	5	5	6	3	5	1	1	Legend Highest 35% in a category. The information above has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements that may be implemented utilizing federal funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Dept. of Transportation. See Title 23, United States Code, Section 407.										Jefferson	10	7	16	23	12	16	9	8	4
Osceola	17	4	19	17	20	17	24	17	17											Lafayette	23	24	26	25	23	24	20	25	25
Palm Beach	2	9	11	7	3	6	1	6	9											Levy	1	4	2	2	1	6	3	3	10
Pasco	1	2	4	8	12	8	12	5	6											Liberty	25	25	23	26	24	25	23	26	26
Pinellas	5	11	6	6	7	5	6	10	14											Madison	12	8	21	15	21	15	7	20	21
Polk	16	16	9	12	8	13	9	13	19											Okeechobee	7	19	3	5	6	5	4	6	5
Saint Johns	23	23	23	22	25	25	25	25	22											Suwannee	2	3	1	6	3	4	1	1	11
Saint Lucie	22	24	21	21	21	23	19	23	18											Taylor	15	14	10	11	18	9	6	14	18
Sarasota	11	22	18	15	17	14	14	14	11											Union	26	26	22	24	25	21	26	21	19
Seminole	21	17	25	19	22	20	18	22	7											Wakulla	11	5	13	10	14	12	16	15	6
Volusia	9	5	12	2	10	9	8	8	10											Washington	14	12	17	13	15	11	14	17	3

FDOT Matrix – Group I



 FY2024 Highway Safety Matrix - Ranking of Florida Cities 									
(Based on total actual serious injuries and fatalities during 2017-2021)									
Group I - Population of 75,000 and above - 37 Cities									
Florida City (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Boca Raton	17	21	25	28	20	30	26	28	7
Boynton Beach	31	33	20	32	32	26	29	36	21
Cape Coral	15	5	7	9	17	23	11	13	26
Clearwater	12	17	10	16	18	9	20	21	27
Coral Springs	32	30	34	31	33	33	32	32	18
Davie	28	28	16	15	22	25	17	20	34
Deerfield Beach	35	31	33	30	36	24	27	34	19
Deltona	27	12	36	20	34	36	19	25	24
Doral	37	37	37	37	37	37	37	37	25
Fort Lauderdale	9	11	28	6	13	5	18	11	10
Fort Myers	13	8	6	11	12	17	6	10	13
Gainesville	10	6	11	8	11	8	16	9	23
Hialeah	11	27	9	13	6	7	21	12	14
Hollywood	19	18	12	14	10	16	15	17	12
Homestead	36	35	27	36	30	32	35	29	31
Jacksonville	2	3	1	3	1	4	3	2	4
Kissimmee	8	2	8	7	8	10	23	4	9
Lakeland	18	26	18	17	14	21	13	19	17
Largo	16	10	31	21	35	12	36	30	37
Melbourne	14	16	15	12	23	22	22	18	20
Miami	5	7	5	4	4	3	5	5	6



FDOT Matrix – Group II



FDOT

FY2024 Highway Safety Matrix - Ranking of Florida Cities

(Based on total actual serious injuries and fatalities during 2017-2021)

TARGET ZERO

FATALITIES & SERIOUS INJURIES

Group II - Population of 15,000-74,999 - 104 Cities

Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Altamonte Springs	64	27	64	62	62	57	44	57	5	New Smyrna Beach	19	23	17	10	42	33	26	31	59
Apopka	24	3	8	24	17	19	16	12	19	Niceville	34	14	46	71	36	78	31	16	103
Auburndale	59	85	61	48	68	48	68	53	101	North Lauderdale	99	50	91	77	71	55	57	83	73
Aventura	54	36	65	78	82	39	65	59	29	North Miami	56	60	40	52	43	21	49	42	44
Bartow	83	81	58	57	85	88	80	60	95	North Miami Beach	62	76	92	58	63	34	69	55	75
Belle Glade	88	101	70	80	47	85	72	70	98	Oakland Park	32	47	59	35	33	9	14	41	51
Bonita Springs	29	49	10	25	50	52	38	48	35	Ocala	4	5	3	4	2	2	5	3	14
Bradenton	2	7	2	7	4	6	29	2	8	Ocoee	27	20	27	56	45	32	10	26	28
Casselberry	69	83	80	45	56	79	61	54	37	Opa-locka	89	48	89	60	52	62	24	82	100
Clermont	14	11	12	17	9	29	20	7	10	Ormond Beach	7	10	19	3	24	15	13	20	74
Cocoa	13	13	11	8	13	12	4	10	17	Oviedo	72	54	74	79	73	89	93	87	77
Coconut Creek	65	74	78	72	49	77	77	51	27	Palm Beach Gardens	43	44	38	88	14	69	32	45	45
Cooper City	84	73	95	82	77	90	73	90	80	Palm Springs	81	88	15	37	28	41	18	37	86
Coral Gables	21	19	41	49	23	16	84	36	48	Palmetto Bay	78	98	98	92	90	84	101	84	88
Crestview	66	30	81	74	53	58	35	49	84	Panama City	18	8	13	15	7	13	11	23	16
Cutler Bay	80	90	90	84	75	60	98	71	72	Panama City Beach	53	40	22	12	20	30	47	19	41
Dania Beach	44	71	32	28	46	35	25	56	58	Parkland	101	91	94	101	95	97	99	89	57
Daytona Beach	6	6	16	2	5	3	2	5	2	Pensacola	28	22	6	20	11	8	34	21	20
DeBary	75	55	69	70	80	91	79	85	92	Pinecrest	94	100	101	99	100	93	103	96	64
DeLand	17	9	31	22	15	20	45	6	55	Pinellas Park	8	18	5	6	16	7	17	15	12
Delray Beach	3	16	14	14	10	5	3	8	13	Plant City	31	43	30	26	6	44	27	22	52
Dunedin	51	70	56	54	65	54	78	68	79	Port Orange	9	21	29	9	25	11	48	11	18
Edgewater	52	78	68	42	58	61	58	79	90	Punta Gorda	37	29	18	39	55	74	30	75	22



FDOT Matrix – Group III

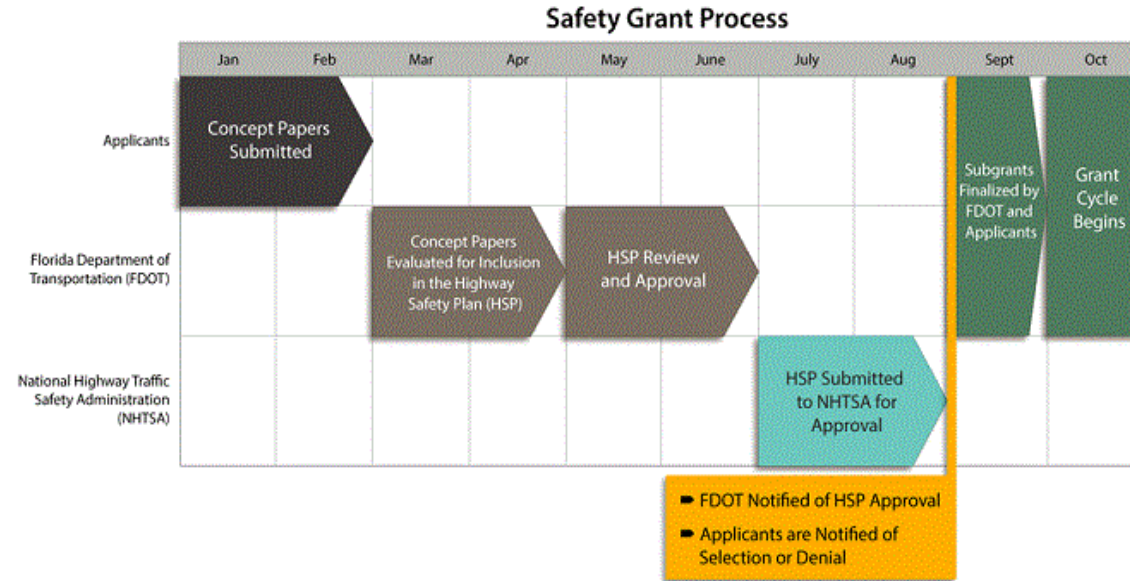


FDOT										FY2024 Highway Safety Matrix - Ranking of Florida Cities										TARGET ZERO FATALITIES & SERIOUS INJURIES	
(Based on total actual serious injuries and fatalities during 2017-2021)																					
Group III - Population of 3,000-14,999 - 118 Cities																					
Florida City (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida City (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones		
Alachua	18	16	4	16	10	50	22	26	48	Lauderdale-By-The-Sea	68	105	95	71	106	29	89	66	77		
Arcadia	6	18	2	2	2	2	56	10	1	Lighthouse Point	35	56	84	22	63	10	13	75	49		
Atlantic Beach	66	97	67	50	81	38	78	46	35	Live Oak	42	30	19	36	41	59	27	30	72		
Avon Park	12	21	60	67	19	46	54	93	19	Longboat Key	86	70	62	105	103	85	104	98	64		
Bal Harbour	112	118	117	118	117	108	97	117	113	Loxahatchee Groves	111	115	113	114	54	106	96	68	109		
Bay Harbor Islands	105	106	77	108	107	88	106	81	79	Maccleddy	53	46	49	69	32	84	84	27	63		
Belle Isle	104	84	75	107	86	76	86	101	69	Madeira Beach	70	75	13	32	78	30	28	111	101		
Belleair	108	91	79	112	110	104	112	87	95	Marathon	15	6	32	19	37	11	101	22	18		
Bellevue	46	72	50	61	90	62	47	36	81	Marianna	16	11	28	30	6	42	10	8	12		
Biscayne Park	118	117	116	117	116	118	117	116	112	Mary Esther	57	93	106	98	77	91	72	67	97		
Brooksville	4	8	7	3	14	12	24	7	4	Mascotte	102	35	74	80	40	95	11	40	65		
Bunnell	51	24	46	9	13	81	34	44	13	Melbourne Beach	65	38	47	88	115	47	76	50	110		
Bushnell	94	64	114	115	79	107	115	49	32	Miami Shores	74	100	83	89	57	21	52	38	46		
Callaway	59	25	56	52	31	55	50	32	38	Miami Springs	72	55	81	37	47	37	64	45	34		
Cape Canaveral	75	68	27	40	72	41	31	54	51	Midway	110	78	52	100	53	94	62	43	105		
Chipley	44	37	65	76	34	105	95	23	31	Milton	10	7	9	5	12	40	4	14	6		
Clewiston	24	47	22	23	23	24	26	39	3	Mulberry	38	54	29	85	28	92	19	110	99		
Cocoa Beach	28	66	59	13	62	22	53	53	8	Neptune Beach	87	36	34	57	85	75	85	100	68		
Crystal River	7	5	21	8	29	31	29	19	22	Newberry	41	22	5	29	15	58	9	15	59		
Dade City	14	43	73	17	26	17	43	16	62	North Bay Village	101	83	87	92	101	109	102	96	56		
Davenport	32	20	30	66	25	45	100	20	5	North Palm Beach	73	14	54	51	61	44	6	70	36		
Daytona Beach Shores	81	49	38	11	66	36	14	61	85	Oakland	92	63	108	86	94	64	73	89	100		
DeFuniak Springs	19	10	37	20	16	19	3	35	11	Okeechobee	43	61	78	63	24	78	58	18	84		



Funding Cycle

Subgrants are awarded on a federal fiscal year basis (October 1–September 30). Below is a timeline of the subgrant process.



- **January 1–Last day of February**—Entities interested in applying for funding submit **concept papers** describing their proposed efforts for the next award cycle beginning October 1.
- **August–September**—Entities are notified as to whether or not their concept paper has been selected and additional information on how to complete the Subgrant for Highway Safety Funds.
- **October 1**—Subgrant fiscal year begins
- **September 30**—Subgrant fiscal year ends



FY 22-23 Impaired Driving Subgrants



Current Impaired Driving Subgrantee Law Enforcement Agencies

Apopka Police Department	\$12,000	Marion County Sheriff's Office	\$15,000
Bay County Sheriff's Office	\$30,000	Miami Beach Police Department	\$75,000
Bradenton Police Department	\$21,000	Miami-Dade Police Department	\$200,000
Bradford County Sheriff's Office	\$57,000	Okeechobee County Sheriff's Office	\$40,000
Cape Coral Police Department	\$71,000	Orlando Police Department	\$100,000
Citrus County Sheriff's Office	\$67,000	Palm Beach County Sheriff's Office	\$200,000
City of Miami Police Department	\$90,000	Perry Police Department	\$39,500
Florida Highway Patrol	\$743,000	Pinellas County Sheriff's Office	\$50,000
Gainesville Police Department	\$72,000	Tallahassee Police Department	\$45,000
Hillsborough County Sheriff's Office	\$360,000	Tampa Police Department	\$62,000
Hollywood Police Department	\$50,000	<i><u>HVE Subgrant Funding Total Amount \$3,148,300</u></i>	
Jacksonville Sheriff's Office	\$154,300		
Lake City Police Department	\$35,000		

Previous Impaired Driving Subgrantee Law Enforcement Agencies

- | | | | |
|---|---|--|---|
| <ul style="list-style-type: none">• Apopka Police Department• Baker County Sheriff's Office• Bay County Sheriff's Office• Boynton Beach Police Department• Bradenton Police Department• Bradford County Sheriff's Office• Broward County Sheriff's Office• Broward Sheriff's Office• Cape Coral Police Department• Citrus County Sheriff's Office• City of Miami Police Department• Clewiston Police Department• Dade City Police Department• Davie Police Department• Flagler County Sheriff's Office• Florida Highway Patrol | <ul style="list-style-type: none">• Fort Myers Police Department• Fort Walton Beach Police Department• Gadsden County Sheriff's Office• Gainesville Police Department• Hendry County Sheriff's Office• Highlands County Sheriff's Office• Hillsborough County Sheriff's Office• Homestead Police Department• Jacksonville Sheriff's Office• Jupiter Police Department• Lake City Police Department• Lake County Sheriff's Office• Lee County Sheriff's Office• Levy County Sheriff's Office• Marianna Police Department• Miami Beach Police Department | <ul style="list-style-type: none">• Miami Police Department• Miami-Dade Police Department• Nassau County Sheriff's Office• North Miami Police Department• Ocala Police Department• Okaloosa County Sheriff's Office• Okeechobee County Sheriff's Office• Orlando Police Department• Osceola County Sheriff's Office• Palm Beach County Sheriff's Office• Palm Springs Police Department• Panama City Beach Police Department• Pasco County Sheriff's Office• Pensacola Police Department• Pinellas County Sheriff's Office• Port Orange Police Department | <ul style="list-style-type: none">• Port Richey Police Department• Punta Gorda Police Department• Putnam County Sheriff's Office• Santa Rosa Sheriff's Office• Sarasota County Sheriff's Office• St. Johns County Sheriff's Office• Suwannee County Sheriff's Office• Tallahassee Police Department• Tampa Police Department• Taylor County Sheriff's Office• Titusville Police Department• Volusia County Sheriff's Office• Wakulla County Sheriff's Office• Wauchula Police Department• Winter Park Police Department |
|---|---|--|---|



Florida Impaired Driving Enforcement Gaps



Top 35% Impaired Driving Localities **NOT** to Apply or Reapply

- Alachua
- Arcadia
- Bonita Springs
- Brooksville
- Cape Canaveral
- Clermont
- Clewiston
- Cocoa
- Dania Beach
- Davenport
- Daytona Beach
- Daytona Beach Shores
- DeFuniak Springs
- DeLand
- Destin
- Estero
- Eustis
- Fort Myers

- Fort Myers Beach
- Green Cove Springs
- Haines City
- Hilliard
- Indian Rocks Beach
- Islamorada
- Kissimmee
- LaBelle
- Lake Mary
- Leesburg
- Live Oak
- Marathon
- Marianna
- Mulberry
- Naples
- Neptune Beach
- New Port Richey
- New Smyrna Beach

- Newberry
- Orange City
- Orange Park
- Ormond Beach
- Palatka
- Palm Bay
- Palm Springs
- Palmetto
- Port Orange
- Port Richey
- Punta Gorda
- Quincy
- Rockledge
- Royal Palm Beach
- Saint Augustine
- Saint Cloud
- Saint Pete Beach
- Sanford

- Sarasota
- Starke
- Umatilla
- Williston
- Port Orange
- Port Richey
- Punta Gorda
- Quincy
- Rockledge
- Royal Palm Beach
- Saint Augustine
- Saint Cloud
- Saint Pete Beach
- Sanford
- Sarasota
- Starke
- Umatilla
- Williston

Questions





Thank You!





Public Comment Period

Ernie Bradley, FDOT



Day 1 Recap

Danny Shopf



December 8, 2023 Meeting – Day 2

presented to
Florida Impaired Driving Coalition

presented by
Ernie Bradley, FDOT
Danny Shopf, Cambridge
Systematics

December 8, 2023



Agenda



Day 2 – December 8, 2023

9:00 – 9:15 AM	Recap of Day 1	Kyle Clark
9:15 – 10:15 AM	DADDs Presentation	George Bishop
10:15 – 10:30 AM	Break	
10:30 – 11:00 AM	Action Plan Report Out	Danny Shopf
11:00 – 11:30 AM	Legislative Updates	Group Discussion
11:30 – 11:45 AM	Public Comment Period	Ernie Bradley
11:45 – 12:00 PM	Wrap Up and Next Steps	Danny Shopf



Recap of Day 1

Kyle Clark, Chair



DADDs Presentation

George Bishop

December 8, 2023

DADSS: INVENTING A WORLD WITHOUT DRUNK DRIVING

WHAT IS THE DRIVER ALCOHOL DETECTION SYSTEM FOR SAFETY (DADSS) AND HOW IS IT BEING DEVELOPED AND TESTED FOR MASS DEPLOYMENT IN THE NEAR FUTURE

GEORGE BISHOP

CONSULTANT TO THE

AUTOMOTIVE COALITION FOR TRAFFIC SAFETY (ACTS)



DRIVEN^{TO} PROTECT

GENESIS OF THE DADSS PROGRAM

A SIMPLE QUESTION ...



WHAT IF ?

... there was vehicle–
integrated technology
that could limit driver
BACs to less than 0.08?

SOUND PUBLIC POLICY SAFETY & SOCIETAL BENEFITS

✓ EACH YEAR, 9,400 DEATHS
COULD BE PREVENTED

Insurance Institute for Highway Safety
(IIHS) analysis

✓ OVER 15 YEARS:

Almost **59,000 deaths** and
approximately **1.25 million nonfatal**
injuries could be avoided



✓ Drunk driving is still the #1
cause of traffic fatalities, costing
the U.S. an estimated \$194
billion annually



DRIVEN TO PROTECT

THE DADSS TECHNOLOGY

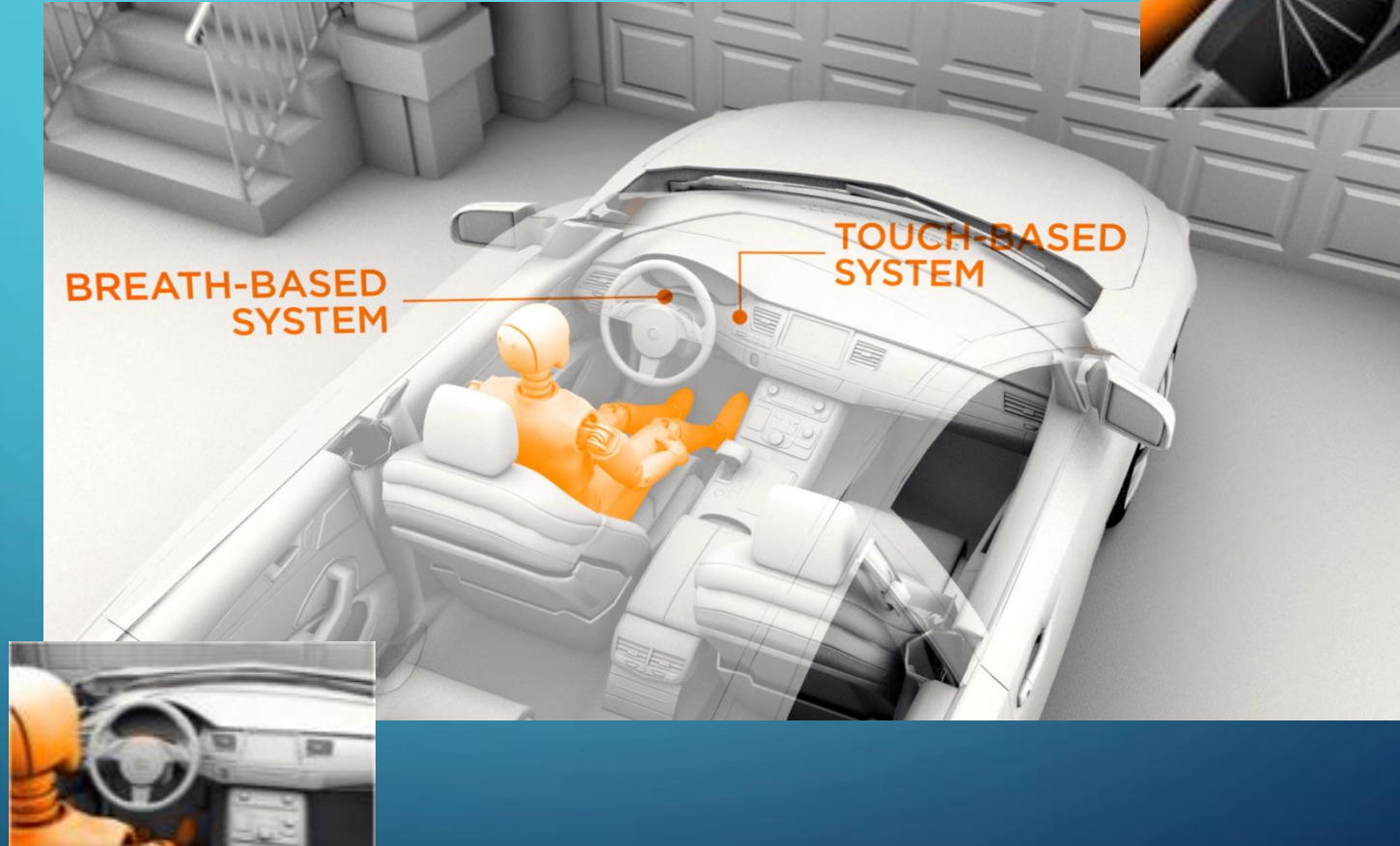
THE DRIVER ALCOHOL DETECTION SYSTEM FOR SAFETY IS A PASSIVE ALCOHOL MONITORING SYSTEM THAT WILL SEAMLESSLY DETECT WHEN A DRIVER'S BLOOD ALCOHOL CONCENTRATION IS AT OR ABOVE THE LEGAL LIMIT (.08%) AND PREVENT THE VEHICLE FROM MOVING.



BREATH & TOUCH SYSTEMS

DADSS TECHNOLOGIES

The **Breath System** measures the alcohol in a driver's naturally exhaled breath. A small sensor compares the amount of carbon dioxide molecules with alcohol molecules in the driver's breath using infrared light.



The **Touch System** measures the blood alcohol concentration under the skin's surface by shining an infrared-light through the fingertip or the palm of the driver.

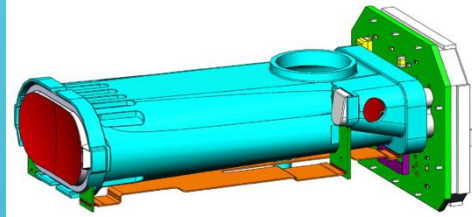
BREATH SENSOR DEVELOPMENT PROGRESS



Baseline



GEN 1.0



GEN 2.0

Directed Breath

GEN 3.0 ~ 3.2



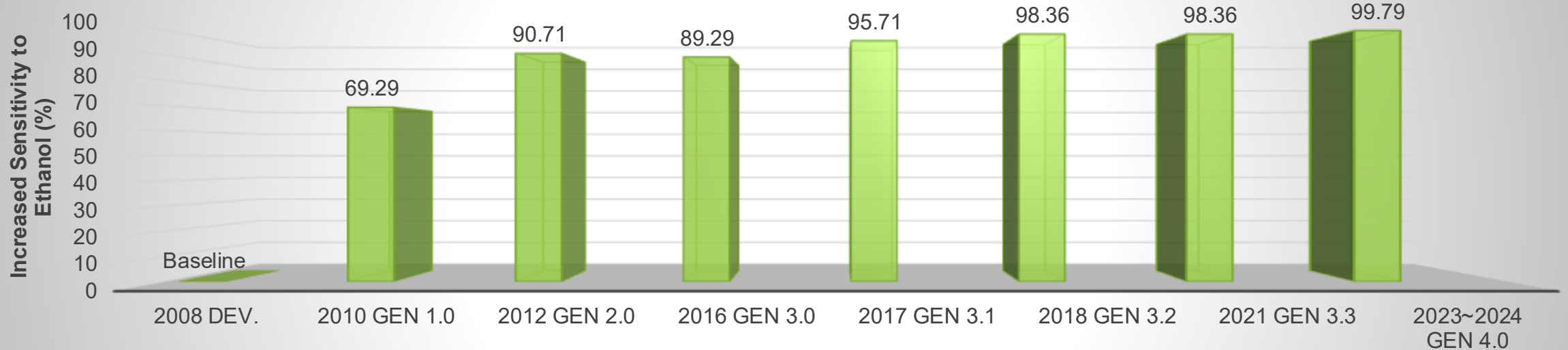
GEN 3.3



Passive Breath

GEN 4.0

~50%
reduction
in size



TOUCH SENSOR DEVELOPMENT PROGRESS



40 laser chips
in 40 individual
butterfly
packages
interrogating 40
discrete IR
wavelengths

GEN 1

Butterfly Packages



10 laser chips per
package; 4
packages
interrogating 40
discrete IR
wavelengths

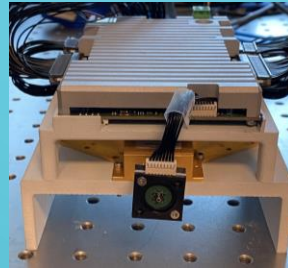
GEN 2/3



20 laser chips
interrogating 40
discrete IR
wavelengths

GEN 4SR

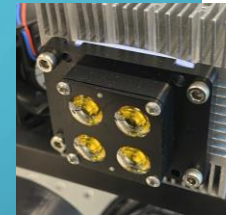
Stingray Package



10 laser chips
interrogating 40
discrete IR
wavelengths

GEN 4DZ

Dozen Package



4 tunable laser
chips scanning
the upper and
lower IR range

GEN 5

Tunable Package



2 widely
tunable laser
chips scanning
upper and
lower IR range

GEN 6

Widely Tunable Package

I'm Just a BIL: The Bipartisan Infrastructure Law

The 2021 Infrastructure and Jobs Act (IIJA) requires the department of transportation to issue a rule creating a drunk-driving technology safety standard within three years.

Sec. 24220(b)(1)(A)—DMS

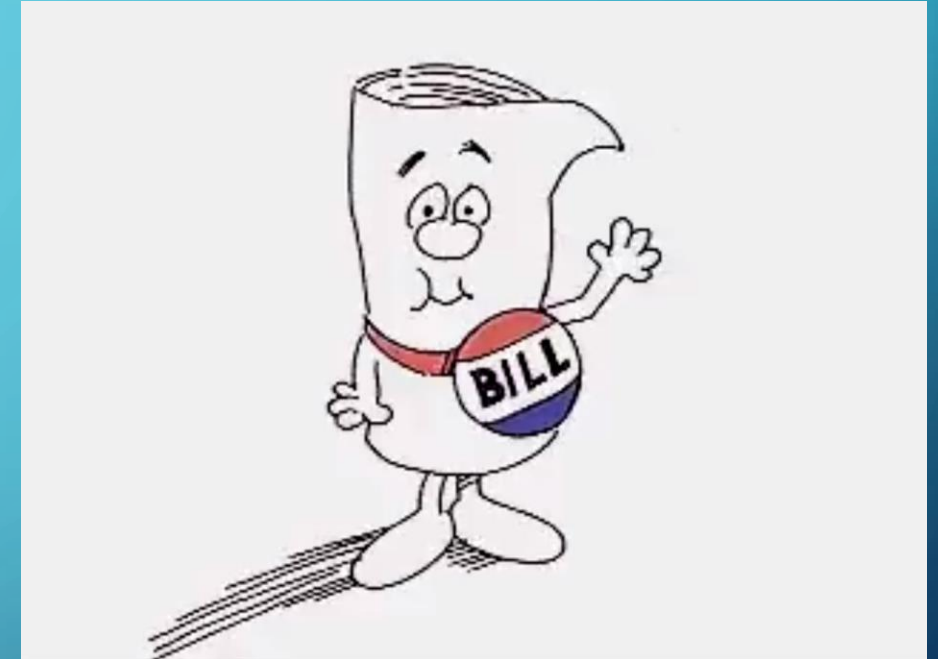
Passively monitor(s) the performance of a driver of a motor vehicle to accurately identify whether that driver maybe impaired; and
Prevent(s) or limit(s) motor vehicle operation if impairment is detected

Sec. 24220(b)(1)(B)—ADS

Passively and accurately detects) whether the blood alcohol concentration of a driver of a motor vehicle is equal to or greater than 0.08 %; and
Prevent(s) or limit(s) motor vehicle operation if blood alcohol concentration above the legal limit is detected

Sec. 24220(b)(1)(C)—ADS + DMS

A combination of systems described in (A) and (B)

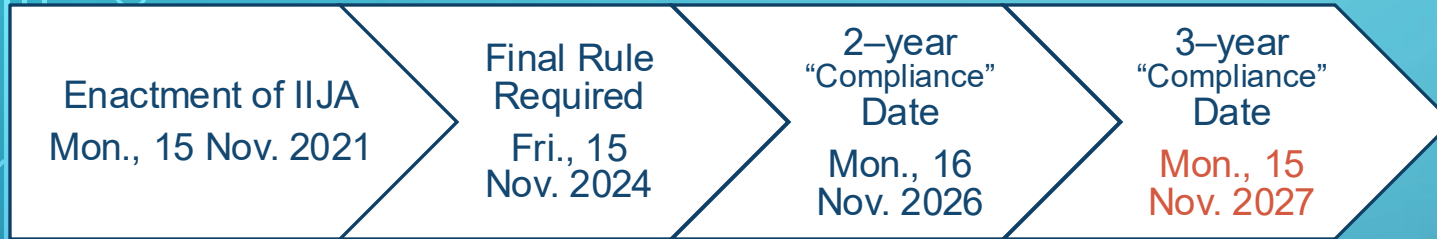


ADVANCED DRUNK & IMPAIRED PREVENTION TECHNOLOGY

IIJA/BIL MANDATED RULEMAKING TIMELINE

Final Rule required no later than 3 years after enactment

"Compliance" Date shall be no earlier than 2 years, but no later than 3 years after the issuance date of the Final Rule



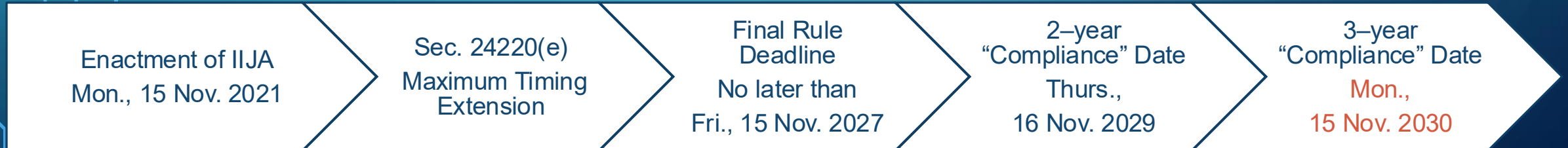
NOTES:

[1] An FMVSS prescribed pursuant to 49 U.S.C. 30111 may not become effective before the 180th day after the standard is prescribed or later than one year after it is prescribed. The effective date is not the standard's issuance date.

[2] IIJA's use of the phrase "compliance date" without an explicit allowance for a phase-in implies that 100% conformance on or after the "compliance date" is required.

If the Secretary extends rulemaking proceeding, the Final Rule must be issued no later than 6 years after enactment

"Compliance" Date shall be no earlier than 2 years, but no later than 3 years after the issuance date of the Final Rule



THE VITAL ROLE STATES ARE PLAYING

DRIVEN TO PROTECT

VIRGINIA

MARYLAND

CONNECTICUT



DRIVEN TO PROTECT IS AN INITIATIVE OF THE DADSS RESEARCH PROGRAM, WHICH EMPOWERS STATES TO EXPAND THEIR FIGHT AGAINST DRUNK DRIVING BY ADVANCING LIFESAVING SAFETY TECHNOLOGY.

EXPANDING FLEET PARTNERSHIPS AND TRIAL DEPLOYMENTS

- Value of data
- Real world experience



“This has been so easy for our team to use. The seamless integration of the sensors in the vehicle make it very easy for fleet managers to implement this technology in their own fleets.”

— James River Transportation Driver

Building awareness and acceptance amongst vehicle owners



Fort Belvoir Safety Day



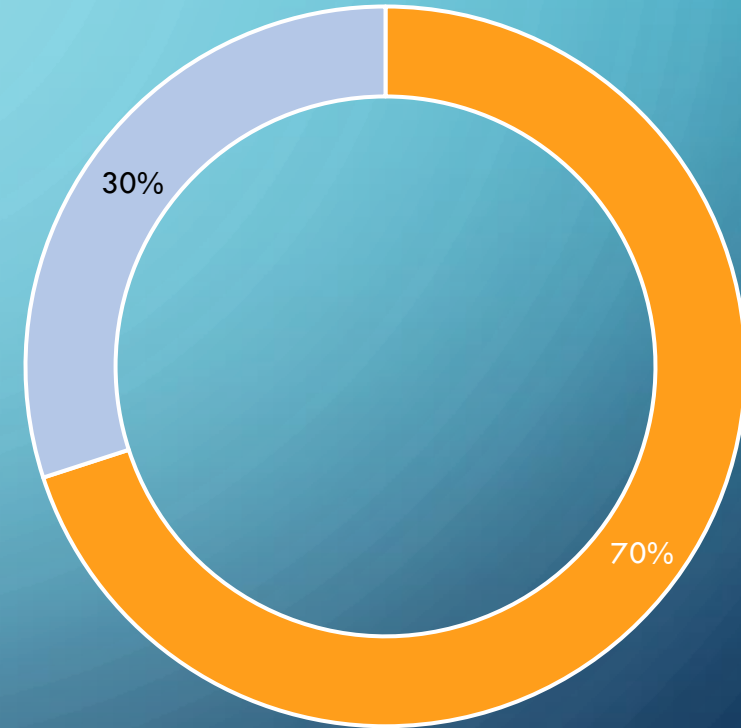
Virginia Black Business Expo



UCONN Home Football Game

Favorability for the DADSS Technology

- 70% of Virginia drivers have a favorable view of the DADSS technology
- 73% of Virginia drivers who admit to drinking after driving hold a favorable view of the DADSS technology
- 38% of Virginia drivers say they would be “very” or “somewhat” likely to want the DADSS technology in their next vehicle



■ % Of Virginians with a favorable view of the DADSS technology
■ Other

Mobilizing key messengers and stakeholders

- State government leadership
- Local transportation leaders
- Traffic safety partners
- Educators
- Press



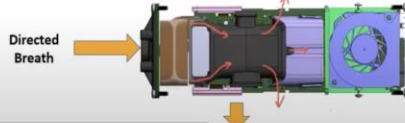
SR

Sara Rees Rebecca Spicer George Bishop Bud Zaouk Stephen Story

Breath System For Fleet Application

Intended for use as:

- Directed-breath, contactless, alcohol detection sensor
- Zero tolerance policy to screen vehicle operators for the presence of alcohol



by blowing into a tube or a, for an extended duration.

DRIVEN TO PROTECT



Educating young drivers



General Education Modules

The Brain, Lungs, and BAC (What's their role in Driving)

Start Lesson

Alcohol Impaired Driving Informational

Start Lesson

Alcohol Fact or Fiction

Start Lesson

Breath and Touch Alcohol Detection Systems

Start Lesson

Earned media coverage

Virginia DMV and Trucking Company to Test New Alcohol Detection System

Va. launches largest commercial test of alcohol detection technology

Maryland joins pilot for technology that aims to prevent drunk driving

Here's how a new program is being implemented to protect Maryland drivers

Virginia becomes testing ground for new drunken driver sensor

Schneider first truckload carrier to test alcohol-detection technology



DADSS Program Profiled on CNBC Show "Advancements TV" with Ted Danson

Dare to dream it. Work to achieve it.



Now is the time to end drunk driving.

Email gbishop4@gmail.com to discuss how your state can join the Driven to Protect Initiative



DRIVEN^{TO} PROTECT



Break



Action Plan Report Out

Danny Shopf, Cambridge Systematics



Public Comment Period

Ernie Bradley, FDOT

Next Steps



» Future Presentations

- Q2:
 - Office of Medical Marijuana Use (OMMU) Introduction - Chris Kimball Director
 - SURVIVE THE RIDE Prospective Toxicology ANALYSIS 2022 - Dr. Patricia Byers, University of Miami, Miller School of Medicine OMMU
- Q3:
 - OMMU - Modernization of the Medical Marijuana Use Registry

» Future FIDC Meeting Information

- FFY24 Q2 Meeting (February 1-2, 2024) Location: Orlando
- FFY24 Q3 Meeting (May 9-10, 2024) Location: Orlando
- FFY24 Q4 Meeting (August 22-23, 2024) Location: Orlando



Thank You!
See you in February!