

# Florida Department of Transportation



## FY 2022 Highway Safety Plan **Amendment 1**



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Florida Governor

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# INTRODUCTION

## FLORIDA DEPARTMENT OF TRANSPORTATION

The Florida Department of Transportation (FDOT) is an executive agency, and thus reports directly to the Governor. FDOT's primary statutory responsibility is to coordinate the planning and development of a safe, viable, and balanced state transportation system serving all regions of the state. It is also charged with assuring the compatibility of all transportation components, including multimodal facilities. Multimodal transportation systems combine two or more modes for the movement of people or goods. Florida's transportation system includes air, bus transit, bicycle and pedestrian facilities, rail, roadway, sea, and spaceports.

Florida's population and economy are projected to continue to expand at a strong pace. Florida's Long-Range Transportation Vision, for the next 50 years, includes goals to provide safety and security for residents, visitors, and businesses, along with efficient and reliable mobility for people and freight and transportation solutions that support quality places to live, learn, work, and play with more transportation choices for people and freight. Behavioral safety is a key component to supporting the successful execution of these goals.

FDOT's State Safety Office contributes to the agency mission by seeking to improve the safety of Florida's roadways through the work of the following sections: National Highway Traffic Safety Administration (NHTSA) safety grants, engineering and crash data, bicycle and pedestrian safety program, Safe Routes to Schools program, crossing guard train-the-trainer, and employee health and safety.

The FDOT State Safety Office has assembled the following Highway Safety Plan (HSP) to implement projects and programs that will seek to lower the number of fatalities and serious injuries with the ultimate target of zero fatalities.





# FLORIDA'S 2021 - 2025 STRATEGIC HIGHWAY SAFETY PLAN




Eliminating roadway fatalities is the highest priority of FDOT and our traffic safety partners. Florida recognizes achieving zero fatalities and serious injuries will not be easy and will require commitment, energy, and innovation. We also acknowledge that some policies, procedures, and practices must change; business as usual is not enough and systemic changes are needed to make meaningful progress.


Florida's safety vision is simple: to eliminate all transportation-related fatalities and serious injuries for all modes of travel. This priority focuses on motor vehicle safety and includes pedestrians, bicyclists, motorcyclists, micromobility device users, and transit users using the roadway system, as well as connections between the roadway system and other modes of transportation. The personal and societal costs of traffic crashes in Florida today are unacceptably high. More than 3,100 Florida residents and visitors die in a traffic crash each year, and about 18,000 are seriously injured. Crashes involving fatalities, serious injuries, and property damage also take a toll on our quality of life, economy, and impede the efficiency and reliability of our transportation system.

The 2021 - 2025 Strategic Highway Safety Plan (SHSP) provides a framework for how Florida's traffic safety partners will move toward the vision of a fatality-free transportation system during the next five years. It is a call to action for public, private, and civic partners, identifying areas for collaboration, investment, and innovation.

Florida is focused on high priority topics like lane departure crashes, intersection crashes, pedestrian and bicyclist crashes, and crash data, and we have implemented a long list of proven countermeasures from safety belt use to rumble strips, and driver education. The SHSP calls for continued expansion or enhancement of many of these activities – and it also challenges us to do more.




## OUR VISION



This SHSP deepens our resolve to aggressively reduce fatal and serious injury crashes in Florida. It introduces Florida to a “Safe System” approach promoted by the Federal Highway Administration to address all elements of a safe transportation system in an integrated manner. This approach means new priorities and strategies; enhanced and new partnerships; and committing more of our time, talent, and resources. We believe our collective commitment will help all of us make significant progress toward this vision in the next five years and beyond.

	WHERE WE ARE TODAY	WHERE WE ARE HEADED
<b>EMPHASIS AREAS</b>	<ul style="list-style-type: none"> <li>• Most prevalent causes of fatal and serious injury crashes</li> <li>• Traffic records</li> </ul>	<ul style="list-style-type: none"> <li>• Most prevalent causes of crashes</li> <li>• Traffic records</li> <li>• Evolving emphasis areas related to high-impact crashes or risks associated with new innovations</li> </ul>
<b>KEY STRATEGIES</b>	<ul style="list-style-type: none"> <li>• Addressing individual risks and behaviors through the 4Es of traffic safety                             <ul style="list-style-type: none"> <li>» Engineering</li> <li>» Enforcement</li> <li>» Education</li> <li>» Emergency response</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Advancing systematic solutions by continuing emphasis on the 4Es and adding 4Is (described on pages 12-14)                             <ul style="list-style-type: none"> <li>» Information intelligence</li> <li>» Innovation</li> <li>» Insight into communities</li> <li>» Investments and policies</li> </ul> </li> </ul>
<b>FREQUENT APPROACHES</b>	<ul style="list-style-type: none"> <li>• Reacting based on crash history</li> <li>• Focusing on individual behavior</li> <li>• Addressing specific risk locations</li> </ul>	<ul style="list-style-type: none"> <li>• Proactively identifying and addressing risks</li> <li>• Designing facilities to address human mistakes and vulnerabilities</li> <li>• Creating integrated solutions with redundancy to avoid risk of failure</li> </ul>
<b>MODES</b>	<ul style="list-style-type: none"> <li>• Roadway emphasis</li> </ul>	<ul style="list-style-type: none"> <li>• Safety for all modes, with focus on those who walk, bike, drive, ride transit, and travel by other modes on Florida’s roadways</li> </ul>
<b>PARTNERSHIPS</b>	<ul style="list-style-type: none"> <li>• Focus on transportation engineering and planning, law enforcement, education, and emergency medical services</li> </ul>	<ul style="list-style-type: none"> <li>• Understanding that a safe transportation system is a shared responsibility of all transportation system users and partners</li> </ul>
<b>PROGRAM STRUCTURE</b>	<ul style="list-style-type: none"> <li>• Transportation safety as a standalone program</li> </ul>	<ul style="list-style-type: none"> <li>• Addressing safety through all parts of the transportation system – from planning to design to operations to emergency response</li> </ul>
<b>PRIORITY</b>	<ul style="list-style-type: none"> <li>• Safety as a high priority transportation issue</li> </ul>	<ul style="list-style-type: none"> <li>• Safety as the highest priority transportation issue</li> <li>• Safety as a critical public health issue</li> </ul>



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This SHSP deepens our resolve to aggressively reduce fatal and serious injury crashes in Florida. It introduces Florida to a “Safe System” approach promoted by the Federal Highway Administration (FHWA) to address all elements of a safe transportation system in an integrated manner. This approach means new priorities and strategies; enhanced and new partnerships; and committing more of our time, talent, and resources. We believe our collective commitment will help all of us make significant progress toward Florida’s safety vision in the next five years and beyond.

## OUR PLANNING PROCESS

The SHSP is a statewide safety plan that provides a framework for eliminating highway fatalities and serious injuries on all public roads. It identifies Florida's key safety needs and guides investment decisions toward strategies and countermeasures with the greatest potential to save lives and prevent injuries. The SHSP is a data-driven, multi-year plan establishing statewide strategies and emphasis areas. To develop this plan, we started with the 2016 SHSP, reviewed and aligned with related plans, analyzed trends and crash data, collaborated with our partners and coalitions, and sought public input.



### **VISION ZERO WORKSHOP**

225 ATTENDEES



### **SAFETY SUBCOMMITTEE**

6 MEETINGS  
150 ATTENDEES



### **SAFETY COALITION MEETINGS**

7 MEETINGS  
200 ATTENDEES



### **PARTNER BRIEFINGS**

247 BRIEFINGS WITH MORE THAN  
12,800 ATTENDEES AS PART OF THE  
FLORIDA TRANSPORTATION PLAN  
DEVELOPMENT



### **SOCIAL MEDIA OUTREACH**

MORE THAN 78,000 IMPRESSIONS  
AS PART OF THE FLORIDA  
TRANSPORTATION PLAN DEVELOPMENT

## ALIGNMENT WITH OTHER STATE PLANS

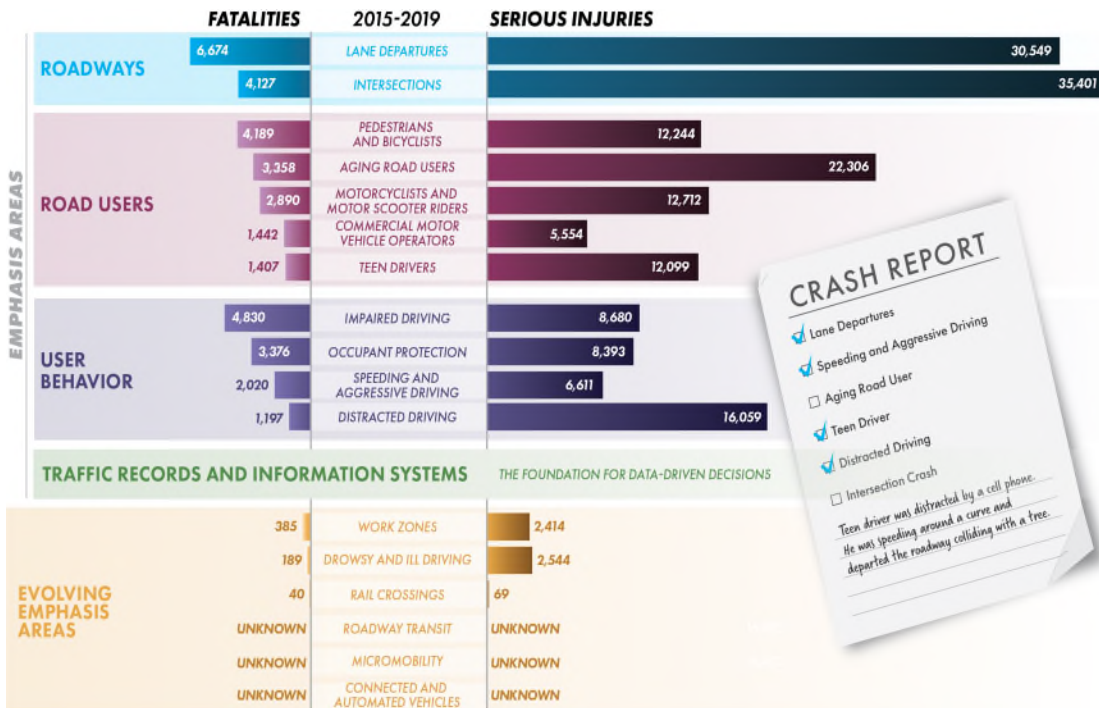
The SHSP was developed in close coordination with the state's long-range transportation plan, the Florida Transportation Plan (FTP). The FTP establishes the goal of "Safety and security for Florida's residents, businesses, and visitors," with the target of zero transportation fatalities or serious injuries for all modes. The FTP is guided by a 35-member Steering Committee, who also provided guidance to the update of this SHSP through the FTP Safety Subcommittee. The FTP Safety Subcommittee, comprised of key transportation and safety partners, met six times to review traffic safety data, discuss FTP and SHSP strategies, and provide input on emphasis areas. In addition to aligning with the FTP, we considered the goals and targets set in the Highway Safety Improvement Program (HSIP), the HSP, the strategic plans of statewide traffic safety coalitions and programs, the safety components of the Florida Freight Mobility and Trade Plan (FMTP), and the long-range transportation plans of Florida's 27 metropolitan planning organizations (MPOs). In an effort to have a broader reach, we also considered plans from other agencies such as the Department of Elder Affairs' State Plan on Aging, the Florida Department of Health's (FDOH) State Health Improvement Plan (SHIP), and the Emergency Medical Services (EMS) State Plan.

## REVIEW AND ANALYSIS OF SAFETY AND RELATED DATA

Florida's SHSP is a data-driven plan, built on extensive analysis of the state's traffic crash data. Florida's crash data are collected by law enforcement officers statewide and submitted to the Florida Department of Highway Safety and Motor Vehicles (FLHSMV). The data analyzed include valuable information about the location of the crash, conditions at the time of the crash, behavioral factors that contributed to the crash, and the vehicle and demographic information that identifies the types of users involved in the crash. This information, paired with other statewide and national trends, adds context to the traffic fatalities and serious injuries that occur on Florida's roadways and helps safety professionals and partners identify potential countermeasures that could save lives. Unless otherwise noted, all data reported in Florida's SHSP are from FLHSMV from 2015-2019. For the 2021 SHSP update, the five-year traffic crash data (2015-2019) are compared with the previous five-year period (2011-2015) data to evaluate the highest contributing factors to Florida's safety performance.

# OUR EMPHASIS AREAS

Fatal and serious injury crashes are rarely influenced by a single factor. Based on partner and stakeholder input, a review of Florida’s traffic safety resources, and analysis of crash data between 2015 and 2019, we identified the top Emphasis Areas and organized them into three categories – Roadways, Road Users, and User Behavior – supported by traffic records and information systems and accompanied by an additional category for evolving safety issues.





## FEDERAL TRAFFIC SAFETY PROGRAMS

Florida's HSP and HSIP echo the goals of Florida's 2021 SHSP. All three plans cite the goal of reducing traffic crashes, fatalities, and serious injuries, with an ultimate target of zero fatalities and serious injuries.



The Florida Department of Transportation and its many traffic safety partners share a high concern for the upward trending of traffic crashes, both statewide and nationally. Many programs and efforts have been initiated in an attempt to reverse these deadly trends. The FDOT, for example, launched an enhanced intersection lighting initiative to increase visibility of pedestrians and reduce pedestrian fatalities.

A Complete Streets approach has also been launched. While the Complete Streets initiative is primarily targeted at ensuring local jurisdictions have a method of communicating with FDOT regarding travel-ways that affect their communities and making sure they are considered within the context of that community, there is also the opportunity to reduce traffic crashes. Since 2004, more than 1,000 state, county and municipal agencies have adopted Complete Streets policies. The concept is simple – complete streets are designed for everyone, which means that people and places are integrated into the planning, design, construction, operation, and maintenance of the roadway system. The focus is on ensuring streets are safe and accessible for all roadway users regardless of mode, age, and ability.

The Florida Highway Patrol (FHP) also has its *Arrive Alive* initiative with its many police and sheriff partners across the state to increase law enforcement presence using data-driven approaches and ultimately reduce traffic crashes.

These and other efforts, while not funded by NHTSA grant dollars, are important considerations in Florida's comprehensive effort towards target zero.



Florida's FY 2022 HSP has been developed to be inclusive of the requirements outlined in the Uniform Procedure for State Highway Safety Grant Programs as amended by the FAST Act. States must annually submit an HSP to NHTSA for approval describing its highway safety program and planned activities that will drive down serious injuries and fatalities on our highways.

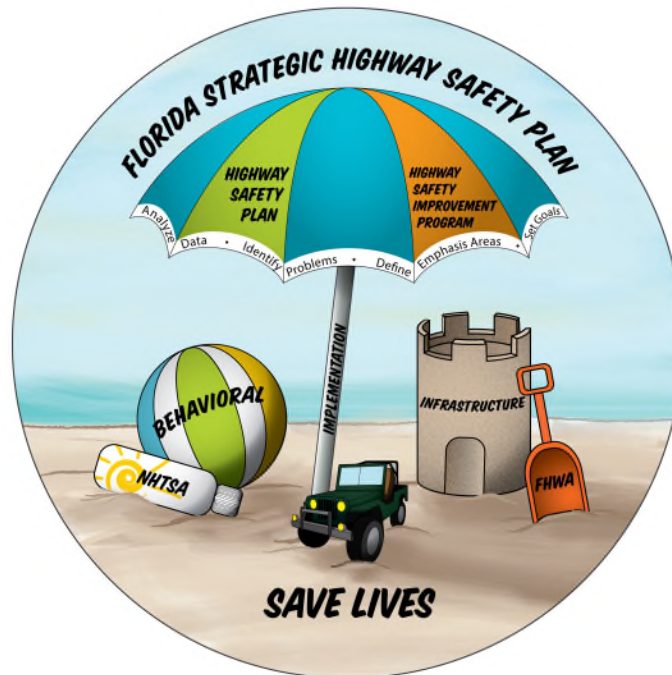
States are required to coordinate their HSP, data collection and information systems with the SHSP as defined in 23 U.S.C. 148(a). For many years, the responsibility for developing both the HSP and the HSIP has been with the FDOT State Safety Office and the SHSP serves as the overarching guide to continuous improvement of safety on Florida highways. The federal coordination requirement only serves to reinforce Florida's historical and on-going traffic safety program planning processes.



# FLORIDA HIGHWAY SAFETY PLAN (HSP) PROCESS

This Federal Fiscal Year 2021-22 HSP (hereafter referred to as Florida's FY 2022 HSP) is Florida's action plan for distribution of NHTSA highway safety funds. The HSP is based on Florida's SHSP goals and objectives, crash data, and federal requirements. The highway safety programs focus on priority areas that have been proven to be effective in reducing traffic crashes, serious injuries, and fatalities. These safety programs are the focus and foundation of Florida's FY 2022 HSP and are separated into the following categories:

- Aging Road Users
- Community Traffic Safety Outreach
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Paid Media
- Pedestrian and Bicycle Safety
- Planning and Administration
- Police Traffic Services - LEL
- Public Traffic Safety Professionals Training
- Speeding and Aggressive Driving
- Teen Driver Safety
- Traffic Records
- Work Zone Safety



## SUBGRANTS

The 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. Subgrants may be awarded for assisting in addressing traffic safety deficiencies, expansion of an ongoing activity, or development of a new program.

Subgrants are awarded to state and local safety-related agencies as "seed" money to assist in the development and implementation of programs in traffic safety priority areas. Funding for these subgrants is apportioned to states annually from NHTSA according to a formula based on population and road miles. Occasionally, additional funding may be available for projects in other program areas if there is documented evidence of an identified problem.

Many types of organizations are eligible to receive traffic safety subgrant funding: government agencies, political subdivisions of state, local, city and county government agencies, law enforcement agencies, state colleges and state universities, school districts, fire departments, public emergency service providers, and certain qualified non-profit organizations (e.g., MADD, SADD, foundations, etc.).

## COST REIMBURSEMENT

The FDOT State Safety Office will fund all projects described within this FY 2022 HSP with NHTSA funding. NHTSA funds are provided to the state via a cost-reimbursement process. The FDOT reimburses subrecipients for subgrant eligible costs using state funds and then vouchers NHTSA for reimbursement of all claims paid within the previous month. The FDOT has until December 31<sup>st</sup> of each year to request reimbursement of subgrant claim costs for the previous federal fiscal year.

## COMPLIANCE WITH NHTSA GUIDELINES - PURCHASES

As per NHTSA guidelines, all subgrants awarded in the FY 2022 HSP will comply with the May 18, 2016 memorandum from NHTSA's Chief Counsel. This includes all equipment, recognition awards, educational materials, advertising media, and safety items for public distribution. The FDOT State Safety Office will continue to verify compliance with the NHTSA regional office for any questionable items.



## COMPLIANCE WITH U.S. CODE – LOCAL BENEFIT

Local benefit is where locals agree in advance of implementation to accept the benefits of the program funded by federal funds and it is understood that state agency expenditures are generally not classified as having a local benefit even though they are expended for and in the local jurisdictions, unless the locals specifically request the program in their area.

In accordance with 23 USC Chapter 4, at least 40 percent of Section 402 funding outlined for this fiscal year will be expended by or for the benefit of the political subdivisions of the state (locals), including Indian Tribal governments. Florida continues to ensure that locals have an active voice in the initiation, development, and implementation of projects selected. Each project funded with Section 402 will also have a local benefit amount provided to indicate what portion of these funds meet the local benefit compliance requirements. Only projects that can be 100% allocated to local benefit will be accounted for as having a local benefit amount. Projects funded with Section 405 funding will show N/A for local benefit since the requirement does not apply.

The chart below represents the total 402 funded projects and the planned local benefit.

### FY 2022 Highway Safety Plan 402 Local Benefit

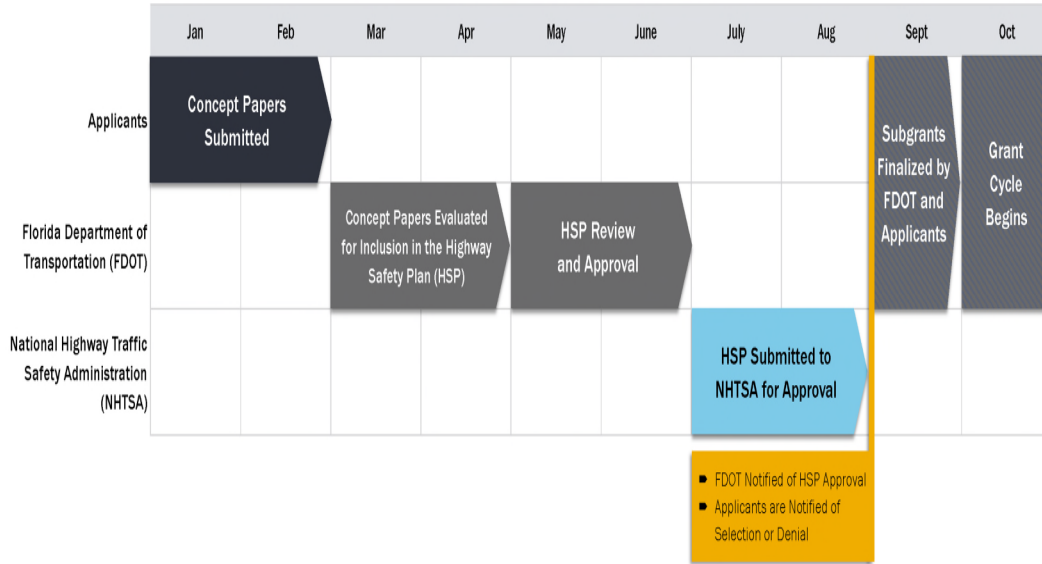
Type of Funding	402 (Grants)			
FDOT Program Areas	Sum of Final Funding Amount	Sum of Local Benefit	Percentage	
Aging Road Users	\$ 538,000	\$ 220,000	41%	
Community Traffic Safety Outreach	\$ 1,372,000	\$ 632,000	46%	
Distracted Driving	\$ 321,000	\$ 321,000	100%	
Impaired Driving	\$ 285,000	\$ -	0%	
Motorcycle Safety	\$ 2,394,000	\$ 1,578,000	66%	
Occupant Protection and Child Passenger Safety	\$ 1,163,000	\$ 1,048,000	90%	
Paid Media - Distracted Driving	\$ 750,000	\$ -	0%	
Paid Media - Motorcycle Safety	\$ 440,000	\$ -	0%	
Paid Media - Railroad Safety	\$ 750,000	\$ -	0%	
Paid Media - Speeding and Aggressive Driving	\$ 750,000	\$ -	0%	
Paid Media - Work Zone Safety	\$ 750,000	\$ -	0%	
Pedestrian and Bicycle Safety	\$ 1,627,700	\$ -	0%	
Planning and Administration	\$ 690,000	\$ -	0%	
Police Traffic Services - LEL	\$ 1,245,000	\$ 75,000	6%	
Public Traffic Safety Professionals Training	\$ 961,000	\$ 961,000	100%	
Speeding and Aggressive Driving	\$ 3,439,000	\$ 3,439,000	100%	
Teen Driver Safety	\$ 813,676	\$ 381,000	47%	
Traffic Records	\$ 1,344,000	\$ 500,001	37%	
Work Zone Safety	\$ 569,000	\$ 569,000	100%	
<b>Grand Total</b>	<b>\$ 20,202,376</b>	<b>\$ 9,724,001</b>	<b>48%</b>	

# APPLICATION PROCESS

Entities interested in applying for NHTSA funding through FDOT’s State Safety Office submit concept papers describing their proposed efforts between January 1 and the last day of February, for the next award cycle beginning October 1. Subgrants are awarded on a federal fiscal year basis (October 1 – September 30), and require performance measure delivery and reporting. Local subgrants are usually not funded for more than three consecutive years in a given priority area, however evaluation and selection is done on an annual basis, so there is no guarantee that a local subgrant will be funded consecutively or for more than one year.

Concept papers are evaluated for their expected effectiveness in targeting traffic safety issues. Project funding decisions are based upon how well the proposed effort meets the goals of the SHSP, goals of the coalitions and stakeholders, where the project’s location ranks within the Florida Highway Safety Matrix, NHTSA assessment recommendations, and whether evidence of a problem is supported by state and local traffic safety data and/or citation data. Law enforcement agencies proposing projects are also evaluated for evidence of a commitment to traffic safety enforcement.

Safety Grant Process



# CONCEPT PAPERS

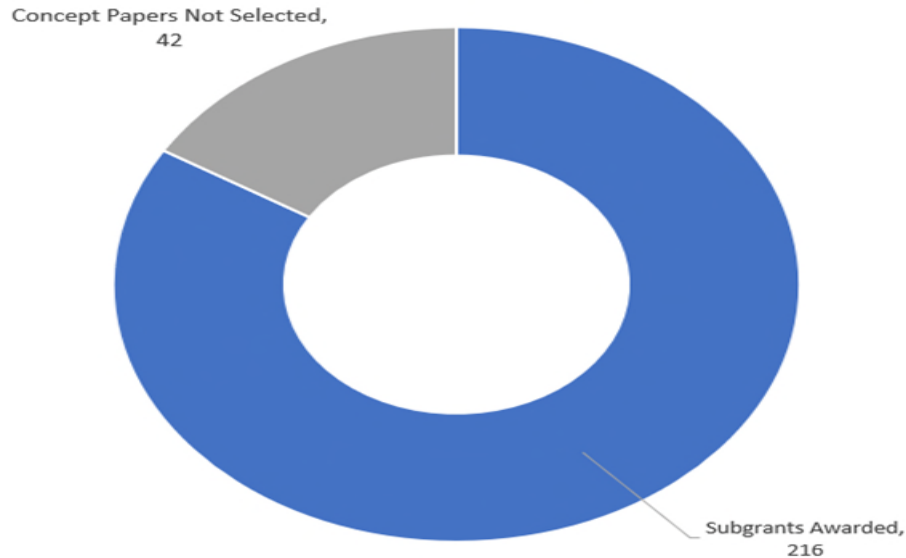
The FDOT State Safety Office received 258 concept papers from entities interested in implementing traffic safety projects and ultimately plans on awarding 216 different projects to subrecipients.

The chart below represents the total number of concept papers received and subgrants awarded for FY 2022.

## FY 2022 Highway Safety Plan Concept Papers Received vs. Subgrants Awarded

FDOT Program Areas	Concept Papers Received	Subgrants Awarded	Difference	Percentage Awarded
Aging Road Users	4	2	2	50%
Community Traffic Safety Outreach	13	12	1	92%
Distracted Driving	10	6	4	60%
Impaired Driving	40	34	6	85%
Motorcycle Safety	28	27	1	96%
Occupant Protection and Child Passenger Safety	21	21	0	100%
Paid Media (FDOT Only)	5	5	0	100%
Pedestrian and Bicycle Safety	14	8	6	57%
Planning and Administration (FDOT Only)	2	2	0	100%
Police Traffic Services	5	5	0	100%
Public Traffic Safety Professionals Training	34	29	5	85%
Speed/Aggressive Driving	42	36	6	86%
Teen Driver Safety	14	11	3	79%
Traffic Records	10	5	5	50%
Traffic Records Coordinating Committee (TRCC)	8	6	2	75%
Work Zone Safety	8	7	1	88%
<b>Grand Total</b>	<b>258</b>	<b>216</b>	<b>42</b>	<b>84%</b>

### FY 2022 Concept Papers Received vs. Subgrants Awarded





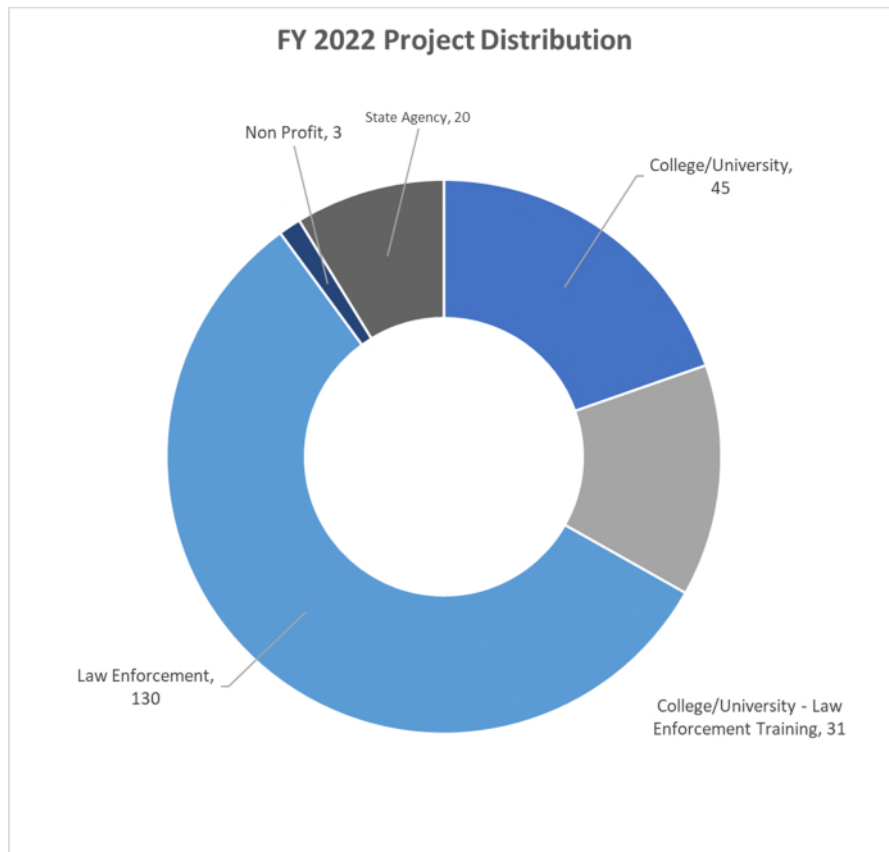
## PROJECT DISTRIBUTION

The FDOT State Safety Office works with many different traffic safety partners to implement subgrant-funded projects. Florida's FY 2022 HSP includes 90 different subrecipients for the 216 different projects that are currently planned.

The chart below represents the planned FY 2022 subrecipients divided into four main categories.

### FY 2022 Highway Safety Plan Project Distribution

Row Labels	Count of Subgrant Project Number	Sum of Final Funding Amount
College/University	45	\$ 15,925,625
College/University - Law Enforcement Training	31	\$ 2,713,000
Law Enforcement	130	\$ 9,264,525
Non Profit	3	\$ 403,000
State Agency	20	\$ 7,665,435
<b>Grand Total</b>	<b>229</b>	<b>\$ 35,971,585</b>



## RISK ASSESSMENT

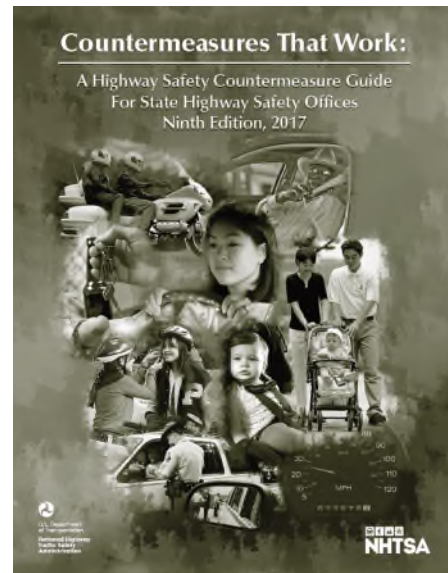
FDOT's State Safety Office is required by NHTSA to evaluate and document the risk for each entity applying for federal subgrant funds prior to making an award. The FDOT State Safety Office assesses the applicant's risk of noncompliance with Federal and State statutes, Federal and State regulations, terms and conditions of any previous subgrant agreements, as well as the applicant's financial stability, quality of management systems, staffing, history of performance, single audit compliance, prior audit findings, and complexity of the project, if applicable. If the applicant does pose a risk, but the proposal has merit, the FDOT State Safety Office may, as a condition of awarding subgrant funds, impose specific terms or conditions. This information is used to determine the appropriate level of monitoring if a subgrant is awarded.



## ANALYSIS

Projects that are ultimately selected should provide the greatest impact to the high-crash, high-fatality, and high-injury challenges that Florida faces. If concept papers are not received from those areas identified as high-crash, high-fatality, and high-injury, the FDOT State Safety Office may directly solicit concepts from agencies within targeted high-risk areas.

As part of our planning and project selection processes, the FDOT is continuously analyzing the linkages between specific safety investments and their resultant safety outcomes to track the association between the application of resources and results.



# PROBLEM IDENTIFICATION

The FDOT State Safety Office has developed objective, data-driven tools to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. The Florida Highway Safety Matrix ranks combined serious injury and fatality data in county- and city-level matrices. Based upon five years of data (2015-2019), these matrices provide Florida decision-makers with critical information about the status of traffic safety in counties and cities throughout the state.

County- and city-level matrices are divided into three groups based upon population. The numbers in each matrix represent where a county or city ranks relative to its population group in a particular program area based on the total serious injuries and fatalities, where "1" represents the highest number of serious injuries and fatalities within a population group. For example, the "1" next to Broward indicates it has the highest number of serious injuries and fatalities in speed or aggressive driving related crashes among the 25 counties in Group 1. The rankings in both matrices are based on the five-year period sum of combined serious injuries and fatalities. Inmate populations are excluded in calculations.

Specific measures for each column in the matrix are as follows:

- **Aging Road Users (Drivers 65+)** – serious injuries plus fatalities occurring as a result of crashes in which at least one driver involved was age 65 or older at the time of the crash
- **Distracted Driving** – serious injuries plus fatalities occurring as a result of crashes in which at least one driver was coded as distracted
- **Impaired Driving** – serious injuries plus fatalities occurring as a result of crashes in which at least one driver was coded as either having a positive blood alcohol content, a positive drug test result, or in which a driver refused to be tested for alcohol or drugs
- **Motorcyclists** – serious injuries plus fatalities of drivers and passengers of a motorcycle (does not include moped)
- **Occupant Protection** – serious injuries plus fatalities of drivers and passengers of a vehicle other than a motorcycle, moped, or ATV who were coded as not using a restraint system
- **Pedestrian or Bicyclist** – serious injuries plus fatalities of pedestrians or bicyclists
- **Speed or Aggressive Driving** – serious injuries plus fatalities occurring as a result of crashes in which at least one driver involved was coded with driver actions related to speeding (any single action) or aggressive driving (two or more of certain moving violations, such as careless driving, improper passing, and several others)

- **Teen Drivers** – serious injuries plus fatalities occurring as a result of crashes in which at least one driver involved was aged 15-20
- **Work Zones** – serious injuries plus fatalities occurring as a result of crashes which were coded as work zone-related

Distracted driving, potentially impaired driving, speeding and aggressive driving, involvement of younger or older drivers and driving within work zones are treated as potential causal factors, so that all individual serious injuries and fatalities involved in a single crash are counted. On the other hand, bicyclists, motorcyclists, pedestrians, and individuals not using a restraint system (safety belts and child seats) are only counted once in the appropriate area.

Data sources for the Florida Highway Safety Matrix included FDOT’s Crash Analysis Reporting (CAR) database for fatality and injury data used in the county and city matrices, and The University of Florida, Bureau of Economic and Business Research data source was used for population estimates.

There are limitations related to the Florida Highway Safety Matrix. It is important to realize that some of the measures cited above are more subjective than others. Serious Injuries and Fatalities, Aging Road Users (Drivers 65+), Motorcycle-Related, Pedestrian- or Bicyclist-Related, and Teen Drivers categories are relatively objective, as they are based on simple vehicle or person characteristics. The other areas are all dependent on how thorough investigating officers are in documenting crash circumstances. It is quite likely there could be differences among jurisdictions in this regard. County rankings are based on crashes occurring both inside and outside cities and municipalities and may involve different investigating agencies, including FHP, which does much of the enforcement in rural areas. City crashes are much more subject to errors involving location. In some instances, crash investigators either are unaware of their exact location or notate an incorrect FLSHMV city code. The FDOT State Safety Office’s Crash Records Section identifies most of the location errors made on state roads. These corrections are reflected in the CAR database, but some errors can remain.



## CARGO SHIFT OR LOSS (UNSECURED LOAD)

The FDOT State Safety Office also annually reviews the number of serious injuries and fatalities caused by crashes involving unsecured loads on non-commercial vehicles. Examination of five years of cumulative data (2015-2019) reveals that a total of 11 fatalities and 90 serious injuries were sustained by Florida motorists due to unsecure loads, or an average of a little over two fatalities and 18 serious injuries per year. This review provides Florida decision-makers with critical information about crashes involving cargo shift or loss for non-commercial vehicles throughout the state. An analysis of the data indicates that the incidents occur rarely and randomly throughout the state. The FDOT State Safety Office and its traffic safety partners will monitor this data annually to determine the need for future countermeasures.

The FDOT State Safety Office will continue participating in the national Secure Your Load day. Safety messages will be run on websites and social media to share important safety tips with the public throughout the state.





# HIGHWAY SAFETY MATRIX

FY2022 Highway Safety Matrix - Ranking of Florida Counties (Based on total actual serious injuries and fatalities during 2015-2019)																													
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+)	Disabled 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+)	Disabled 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+)	Disabled Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Alachua	19	18	15	19	18	19	21	19	25	Bay	7	2	3	4	2	1	2	2	11	Baker	21	10	5	14	7	11	16	6	11
Brevard	11	12	14	10	13	12	9	13	12	Charlotte	6	8	8	5	12	6	7	13	5	Bradford	15	20	8	11	17	8	19	12	12
Broward	4	9	11	3	4	2	1	5	2	Citrus	2	1	5	2	3	3	1	3	4	Calhoun	22	6	18	19	22	24	22	17	22
Clay	26	26	21	26	26	26	26	26	22	Columbia	8	5	2	15	1	13	6	4	14	DeSoto	1	8	6	1	5	1	7	5	1
Collier	18	14	19	23	19	18	23	20	23	Flagler	12	13	12	7	14	9	13	15	13	Dixie	19	17	17	24	12	14	21	16	6
Duval	13	7	2	9	5	7	10	9	8	Hernando	1	3	6	3	5	4	3	1	1	Franklin	23	25	25	25	26	16	25	25	24
Escambia	20	17	18	20	17	15	19	18	17	Highlands	3	9	10	9	6	10	9	5	15	Gadsden	7	4	3	8	4	7	2	9	9
Hillsborough	6	3	1	2	2	4	4	3	5	Indian River	4	11	9	11	7	5	10	8	3	Gilchrist	20	21	10	16	16	23	8	15	21
Lake	15	16	17	15	14	21	14	16	15	Martin	10	15	4	6	11	7	4	12	8	Glades	16	14	12	9	13	21	14	23	23
Lee	12	8	5	11	8	11	8	12	16	Monroe	11	4	13	1	15	2	11	14	12	Gulf	18	18	22	17	18	20	24	22	7
Leon	23	25	24	25	24	22	18	24	24	Nassau	13	12	7	13	8	15	15	7	7	Hamilton	14	15	16	18	14	18	6	19	8
Manatee	7	13	9	13	15	10	16	6	9	Putnam	14	14	1	10	4	11	12	9	10	Herdele	2	5	13	3	6	10	15	3	15
Marion	14	19	8	16	9	17	15	17	19	Santa Rosa	9	6	11	8	9	8	5	6	6	Hendry	8	7	11	4	9	2	12	10	2
Miami-Dade	3	6	7	1	1	1	3	2	6	Sumter	5	7	15	12	10	12	14	10	2	Holmes	10	19	19	15	11	19	11	7	13
Ocala	25	22	26	24	21	23	22	22	21	Walton	15	10	14	14	13	14	8	11	9	Jackson	5	1	4	7	1	5	5	4	10
Orange	8	1	3	5	6	3	5	1	1											Jefferson	13	11	20	23	21	17	13	21	17
Osceola	17	2	20	17	23	16	25	11	14											Lafayette	24	26	26	20	20	22	17	24	25
Palm Beach	2	11	10	8	3	6	2	7	13											Levy	4	3	1	2	3	4	3	2	19
Pasco	1	4	4	7	12	8	12	4	4											Liberty	25	24	23	26	25	23	26	26	26
Pinellas	5	10	6	6	7	5	7	8	11											Madison	12	13	15	22	23	12	10	18	5
Polk	16	15	13	12	10	14	11	15	20											Okechobee	6	22	7	5	8	3	9	13	4
Saint Johns	24	23	23	21	25	24	24	25	26											Suwannee	3	2	2	6	2	6	1	1	14
Saint Lucie	22	24	25	22	20	25	17	23	18											Taylor	9	12	9	13	10	9	4	8	16
Sarasota	9	20	16	14	16	13	13	14	3											Union	26	23	24	21	24	26	26	20	18
Seminole	21	21	22	18	22	20	20	21	10											Walulla	11	9	14	10	19	15	18	14	20
Volusia	10	5	12	4	11	9	6	10	7											Washington	17	16	21	12	15	13	20	11	3



The information above has been compiled from information collected for the purpose of identifying, evaluating or planning safety improvements that may be implemented during federal funds. Any document displaying this score shall be used only for the purposes deemed appropriate by the Florida Dept. of Transportation. See Title 23, United States Code, Section 402.

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State Safety Office






**FDOT** **FY2022 Highway Safety Matrix - Ranking of Florida Cities** **FDOT**  
 (Based on total actual serious injuries and fatalities during 2015-2019)

Group I - Population of 75,000 and above - 34 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	16	17	22	25	19	28	21	26	10
Boynton Beach	28	32	19	27	24	30	27	33	18
Cape Coral	17	7	8	14	14	22	7	12	27
Clearwater	7	12	11	9	15	8	20	13	14
Coral Springs	23	25	26	31	29	25	25	17	19
Davie	22	23	12	16	18	24	10	15	15
Deerfield Beach	31	28	34	26	33	23	22	30	23
Deltona	30	14	33	20	34	34	24	27	31
Fort Lauderdale	11	11	18	6	11	6	12	11	11
Fort Myers	10	4	5	7	6	10	6	5	22
Gainesville	8	5	7	8	9	9	17	7	17
Hialeah	9	27	9	11	7	7	23	10	16
Hollywood	18	20	10	18	10	14	13	19	6
Homestead	33	34	28	34	27	27	34	28	33
Jacksonville	2	2	1	2	1	3	1	2	3
Lakeland	15	19	14	12	16	18	18	25	21
Largo	14	9	24	15	31	13	33	20	12
Melbourne	13	10	13	10	20	20	14	16	13
Miami	5	6	6	4	3	2	4	4	5
Miami Beach	29	31	30	22	32	16	26	31	29
Miami Gardens	27	15	21	33	17	17	16	14	25
Miramar	34	30	27	32	23	33	29	32	9
Orlando	1	1	2	1	2	1	3	1	1
Palm Bay	12	13	15	13	22	21	8	9	24
Palm Coast	25	26	17	24	25	32	32	29	32
Pembroke Pines	24	29	25	29	28	26	28	24	20
Plantation	6	22	23	23	12	19	19	8	4
Pompano Beach	19	16	31	21	21	11	15	22	7
Port Saint Lucie	26	24	29	28	26	29	30	21	34
Saint Petersburg	4	8	4	5	5	5	5	6	8
Sunrise	32	33	32	30	30	31	31	34	30
Tallahassee	21	18	16	19	13	12	11	18	26
Tampa	3	3	3	3	4	4	2	3	2
West Palm Beach	20	21	20	17	8	15	9	23	28

**Legend**  
 Highest 25% in a category.

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 State Safety Office

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**FY2022 Highway Safety Matrix - Ranking of Florida Cities**  
 (Based on total actual serious injuries and fatalities during 2015-2019)

Group II - Population of 15,000-74,999 - 102 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	57	27	63	49	72	54	73	59	8	New Port Richey	16	31	23	19	65	28	31	20	24
Apopka	20	9	10	22	13	26	18	13	33	New Smyrna Beach	23	17	44	13	53	39	29	37	13
Auburndale	55	80	68	59	95	64	79	52	68	North Lauderdale	94	63	95	69	90	63	64	80	79
Aventura	39	28	74	70	73	27	50	60	38	North Miami	65	78	37	39	66	17	53	46	72
Bartow	74	79	60	62	54	95	87	58	65	North Miami Beach	50	67	71	42	57	29	46	47	76
Belle Glade	97	98	92	91	56	76	88	77	67	North Port	18	24	19	24	14	44	16	16	1
Bonita Springs	41	57	13	32	39	57	49	55	43	Oakland Park	43	54	62	41	32	12	10	50	52
Bradenton	1	4	2	2	3	1	9	2	4	Ocala	4	5	5	7	2	6	8	4	16
Casselberry	72	100	78	34	75	66	74	76	60	Ocoee	52	22	72	64	58	43	22	28	22
Clermont	17	13	14	17	19	38	32	8	11	Opa-locka	78	49	91	58	64	75	37	73	99
Cocoa	19	14	11	11	12	21	5	12	15	Ormond Beach	7	6	12	6	21	18	7	17	54
Coconut Creek	62	61	61	54	55	72	67	68	42	Oviedo	75	73	73	85	70	88	91	88	80
Cooper City	88	75	98	87	74	93	76	95	85	Palm Beach Gardens	29	36	40	84	23	50	20	35	51
Coral Gables	26	19	47	45	31	14	81	33	74	Palm Springs	77	89	30	40	38	35	19	61	94
Crestview	71	35	56	67	37	62	55	40	88	Palmetto Bay	79	96	87	96	67	80	97	66	91
Cutler Bay	82	95	84	78	89	58	101	67	78	Panama City	15	11	7	12	7	10	6	19	26
Dania Beach	51	60	53	31	36	34	12	49	44	Parkland	99	86	97	100	101	92	85	94	59
Daytona Beach	10	7	16	1	6	5	2	6	3	Pensacola	24	23	6	15	9	9	27	18	23
DeBary	89	68	81	89	79	101	70	83	98	Pincrest	100	102	101	99	102	98	99	101	66
DeLand	22	12	39	16	16	25	34	9	57	Pinellas Park	8	16	8	9	20	7	13	7	17
Delray Beach	6	18	24	14	11	8	4	27	28	Plant City	35	46	25	26	15	46	36	25	55
Doral	93	84	80	82	94	87	84	97	34	Port Orange	11	29	31	10	46	22	42	14	12
Dunedin	54	64	43	50	82	55	54	51	83	Punta Gorda	30	20	15	36	26	59	35	62	14
Edgewater	66	76	75	55	76	97	61	78	19	Riviera Beach	87	74	59	83	71	61	65	91	58
Esteros	5	2	1	8	1	4	1	5	18	Rockledge	47	38	22	44	60	67	40	29	31
Eustis	44	41	45	27	25	69	30	26	97	Royal Palm Beach	83	85	38	86	41	89	58	89	82
Fort Pierce	60	58	64	46	30	31	14	34	29	Safety Harbor	91	94	67	93	100	99	96	102	100
Fort Walton Beach	92	82	82	92	99	78	75	93	63	Saint Cloud	59	34	48	61	49	48	63	44	21
Greenacres	27	43	36	57	33	33	33	32	81	Sanford	49	32	21	25	10	30	17	24	20
Groveland	53	48	41	63	47	90	77	72	40	Sarasota	2	10	3	3	4	3	3	3	5
Haines City	68	51	49	80	61	74	60	65	89	Sebastian	63	87	86	71	84	82	82	92	61
Hallandale Beach	36	42	58	38	59	36	44	64	37	Seminole	28	39	17	29	87	32	24	42	46
Hialeah Gardens	90	88	99	88	85	77	92	81	92	Stuart	34	81	42	37	45	40	41	53	41
Jacksonville Beach	84	65	50	51	92	41	69	70	95	Sunny Isles Beach	95	97	100	102	93	68	98	99	96
Jupiter	58	40	70	56	35	56	57	57	73	Sweetwater	96	90	89	97	98	84	95	96	62
Key West	38	52	33	5	42	11	52	36	45	Tamarac	37	66	69	53	28	52	25	54	71
Kissimmee	3	1	4	4	5	2	11	1	6	Tarpon Springs	32	44	66	33	34	47	68	30	90
Lady Lake	46	91	46	76	51	71	90	87	102	Tavares	45	77	54	48	50	85	78	74	47
Lake Mary	86	37	57	66	78	91	89	79	48	Temple Terrace	76	101	79	73	83	70	51	98	87
Lake Wales	64	55	94	72	62	79	62	75	69	Titusville	21	47	27	21	24	42	21	23	75
Lake Worth	42	59	28	30	29	19	28	41	30	Venice	9	33	20	20	17	20	23	22	7
Lauderdale Lakes	67	50	96	79	63	37	59	69	84	Vero Beach	33	70	34	75	27	53	66	63	27
Lauderhill	61	72	51	68	40	24	26	45	50	Wellington	40	56	26	77	48	51	15	31	35
Leesburg	13	26	18	18	18	23	47	21	32	West Melbourne	73	62	88	90	97	83	93	82	93
Longwood	56	15	83	60	68	65	83	56	9	West Park	98	69	102	81	80	86	80	85	70
Lynn Haven	80	83	90	98	86	102	86	84	64	Weston	70	53	55	52	81	49	38	43	25
Maitland	85	21	76	74	77	94	71	71	10	Winter Garden	69	25	32	65	69	73	72	48	77
Marco Island	81	99	93	94	88	96	100	100	101	Winter Haven	48	71	77	43	52	60	43	39	53
Margate	14	30	52	47	22	15	39	10	36	Winter Park	31	3	29	23	43	13	45	11	2
Miami Lakes	102	93	85	101	91	100	102	86	86	Winter Springs	101	92	65	95	96	81	94	90	56
Naples	12	8	9	28	8	16	48	15	39	Zephyrhills	25	45	35	35	44	45	56	38	49

**Legend**  
 Highest 25% in a category.

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# FY2022 Highway Safety Matrix - Ranking of Florida Cities



(Based on total actual serious injuries and fatalities during 2015-2019)

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	21	13	21	11	59	69	19	30	Longboat Key	18	21	13	21	11	59	69	19	30
Arcadia	3	11	3	2	2	4	15	4	1	Loxahatchee Groves	111	117	116	105	83	100	99	78	112
Atlantic Beach	50	47	25	27	67	22	42	43	49	Macclenny	64	26	45	74	23	61	75	15	77
Avon Park	11	19	35	23	25	30	54	35	21	Madeira Beach	48	66	24	33	80	29	34	110	100
Bay Harbor Islands	107	94	104	111	90	111	90	87	88	Marathon	13	3	28	10	30	15	18	33	23
Belle Isle	106	90	98	109	104	80	73	82	72	Marianna	14	13	12	57	5	35	22	12	35
Belleair	108	99	81	102	112	97	112	112	40	Mary Esther	68	41	82	86	95	98	82	76	24
Bellevue	31	44	46	65	47	65	33	39	93	Mascotte	97	75	103	99	45	110	27	61	86
Biscayne Park	118	118	117	118	116	116	116	117	115	Melbourne Beach	71	46	42	77	118	89	117	63	117
Brooksville	5	6	15	7	8	18	14	3	2	Miami Shores	57	88	91	63	36	27	85	58	60
Bunnell	70	23	41	13	50	52	29	62	17	Miami Springs	83	80	86	60	40	43	51	49	48
Callaway	73	34	87	36	31	46	67	50	50	Midway	81	69	48	103	56	87	36	41	109
Cape Canaveral	51	71	36	45	87	28	55	54	62	Milton	6	12	6	8	6	13	2	7	6
Chipley	44	32	66	68	20	86	98	22	42	Minneola	112	104	58	106	98	107	68	64	53
Clewiston	29	28	17	17	14	39	39	25	3	Mount Dora	35	20	85	95	59	57	101	42	45
Cocoa Beach	28	61	60	20	51	11	53	31	11	Mulberry	55	59	111	87	82	67	65	77	41
Crystal River	9	2	84	5	21	19	8	10	43	Neptune Beach	85	40	29	81	72	54	74	83	74
Dade City	8	24	75	14	27	16	58	13	5	Newberry	39	25	9	53	12	63	21	26	82
Davenport	33	29	22	39	28	64	91	36	9	Niceville	16	7	68	26	13	21	7	8	46
Daytona Beach Shores	80	67	40	29	81	76	35	75	101	North Bay Village	113	107	93	107	100	108	104	96	31
DeFuniak Springs	20	14	39	24	10	50	4	27	15	North Palm Beach	56	27	90	62	86	36	43	66	55
Destin	36	15	20	35	26	6	16	34	7	Oakland	82	60	57	90	115	78	84	116	113
Dundee	100	85	108	114	109	106	110	108	98	Okeechobee	23	58	78	25	33	49	62	48	37
Fellsmere	98	84	77	113	108	103	79	74	36	Oldsmar	32	33	32	47	84	42	41	23	25
Fernandina Beach	38	70	50	41	61	69	52	44	52	Orange City	22	18	43	12	43	8	10	24	20
Flagler Beach	67	78	56	32	79	75	94	89	38	Orange Park	53	38	14	30	42	9	57	20	65
Florida City	27	53	69	11	41	5	11	30	18	Pahokee	104	77	79	85	92	93	93	106	91
Fort Meade	115	112	64	112	77	84	92	73	90	Palatka	46	43	8	78	17	37	13	18	22
Fort Myers Beach	40	65	10	46	38	41	31	84	83	Palm Beach	42	49	95	72	102	32	71	70	67
Freeport	49	52	65	34	49	94	24	29	39	Palmetto	1	8	2	3	4	3	9	2	4
Frostproof	92	79	49	92	39	115	50	79	114	Panama City Beach	15	10	4	1	7	1	3	5	26
Fruitland Park	26	48	92	48	32	79	45	32	12	Parker	90	42	112	88	66	77	83	113	106
Grant-Valkaria	116	114	109	115	111	112	111	111	102	Pembroke Park	78	74	101	38	75	48	61	38	8
Green Cove Springs	76	39	37	73	54	70	72	71	13	Perry	63	73	63	50	37	44	59	45	76
Gulf Breeze	21	31	54	56	46	55	78	47	34	Ponce Inlet	102	103	118	93	117	117	100	118	116
Gulfport	74	106	34	43	63	53	37	81	56	Port Saint Joe	69	86	67	76	55	99	114	92	108
High Springs	86	50	52	98	74	82	60	103	84	Quincy	84	72	18	80	29	72	40	100	71
Highland Beach	117	115	113	117	113	113	113	114	107	Saint Augustine	17	9	27	4	19	2	5	11	47
Hilliard	72	87	31	94	58	118	118	80	118	Saint Augustine Beach	103	92	76	52	89	81	87	60	80
Holly Hill	34	55	71	19	99	12	38	57	57	Saint Pete Beach	41	57	21	70	71	38	46	95	63
Holmes Beach	89	100	83	67	96	85	97	91	105	Sanibel	59	110	99	97	73	62	76	102	79
Indian Harbour Beach	62	82	94	71	101	47	70	97	66	Satellite Beach	75	56	72	79	70	31	86	68	29
Indian River Shores	101	98	110	116	94	95	96	90	103	Sebring	2	4	7	9	3	14	17	6	28
Indian Rocks Beach	79	97	23	66	110	66	95	109	99	South Bay	91	102	30	91	57	68	49	94	44
Indiantown	96	93	100	82	64	91	88	72	81	South Daytona	25	22	59	16	68	23	20	52	27
Inverness	7	5	44	15	15	33	19	14	73	South Miami	37	54	88	61	85	25	102	56	51
Islamorada	60	35	16	54	44	45	89	46	14	South Pasadena	47	37	55	59	93	74	23	88	97
Juno Beach	109	116	114	104	97	88	115	93	110	Southwest Ranches	114	109	97	108	103	109	106	99	70
Kenneth City	61	96	80	101	34	56	28	21	95	Springfield	54	63	74	64	22	71	12	55	69
Key Biscayne	93	30	89	69	60	58	103	51	19	Starke	30	36	11	28	16	51	32	28	16
LaBelle	43	51	26	58	48	20	81	40	96	Surfside	88	95	105	100	91	83	109	104	33
Lake Alfred	65	76	53	55	76	73	48	86	87	Tequesta	66	83	106	84	65	102	77	105	89
Lake City	4	1	1	6	1	10	1	1	58	Treasure Island	77	64	38	51	106	40	47	59	32
Lake Clarke Shores	110	101	115	89	114	114	66	115	111	Umatilla	24	68	47	40	24	96	64	17	104
Lake Park	52	89	73	49	53	60	56	37	64	Valparaiso	99	113	107	75	78	104	63	107	92
Lantana	94	81	51	44	69	26	30	67	59	Wauchula	12	45	19	31	18	105	80	9	94
Lauderdale-By-The-Sea	87	111	102	83	107	92	108	85	85	West Miami	105	108	96	96	88	101	105	98	68
Lighthouse Point	58	62	61	22	52	17	44	69	61	Wildwood	10	16	33	18	35	24	26	53	10
Live Oak	19	17	5	37	9	34	6	16	78	Wilton Manors	45	105	70	42	62	7	25	65	54

**Legend**  
 Highest 25% 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 409.



# PERFORMANCE PLAN

With the implementation of a new Final Rule, 23 CFR Part 1300, Uniform Procedures for State Highway Safety Grant Programs, Congress has required each state to set performance measures and targets as well as report them in the Highway Safety Plan. In all, there are a total of 24 core outcome, behavior, activity, and Florida-specific performance measures. The core outcome, behavior, and activity performance measures were developed by NHTSA in collaboration with the Governors Highway Safety Administration (GHSA) and other traffic safety partners. The additional Florida-specific performance measures were developed by the FDOT State Safety Office in compliance with the rules of 23 CFR 1300.11. The first three core outcome measures are required to be based on a 5-year rolling average and Florida has chosen to report the remaining measures annually. States are not required to set targets on the activity measures. The performance measures and data sources are:

## CORE OUTCOME MEASURES

- C1 - Number of fatalities (FARS)
- C2 - Number of serious injuries (State data)
- C3 - Fatality rate per 100M VMT (FARS, FHWA)
- C4 - Number of unrestrained passenger vehicle occupant fatalities, all seating positions (FARS)
- C5 - Number of fatalities involving driver or motorcycle operator with a .08 BAC or above (FARS)
- C6 - Number of speeding-related fatalities (FARS)
- C7 - Number of motorcyclist fatalities (FARS)
- C8 - Number of unhelmeted motorcyclist fatalities (FARS)
- C9 - Number of drivers age 20 or younger involved in fatal crashes (FARS)
- C10 - Number of pedestrian fatalities (FARS)
- C11 - Number of bicyclist fatalities (FARS)

## BEHAVIOR MEASURES

- B1 - Observed safety belt use for passenger vehicles, front seat outboard occupants (State survey)

## ACTIVITY MEASURES

- A1 - Number of seat belt citations issued during grant-funded enforcement activities (Subgrant activity reports)
- A2 - Number of impaired driving citations issued, and arrests made during grant-funded enforcement activities (Subgrant activity reports)
- A3 - Number of speeding citations issued, and arrests made during grant-funded enforcement activities (Subgrant activity reports)

## FLORIDA-SPECIFIC MEASURES

- F1 - Number of Florida resident drivers age 65 or older involved in fatal crashes (State data)
- F2 - Number of Community Traffic Safety Team (CTST) outreach events conducted (Subgrant activity reports)
- F3 - Number of distracted driving fatalities (State data)
- F4 – Estimated number of impressions for campaigns (Subgrant activity reports)
- F5 - Number of traffic safety subgrants executed (Grant section data)
- F6 – Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic Safety Challenge (Subgrant activity reports)
- F7 - Number of persons who received traffic safety professional's training (Subgrant activity reports)
- F8 - Number of crashes submitted within 10 days to the state (State data)
- F9 - Number of fatalities in work zones (State data)



## TARGETS

Florida shares the national traffic safety vision, “Toward Zero Deaths,” and formally adopted our own version of the national vision, “Target Zero Fatalities & Serious Injuries,” in 2021. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero deaths is our safety performance target. This target is consistent throughout our Strategic Highway Safety Plan, Highway Safety Improvement Program and Highway Safety Plan.



## DATA FORECASTS

Understanding that zero fatalities cannot be reached within the HSP FY 2022 year, Florida uses data models to forecast the fatalities that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

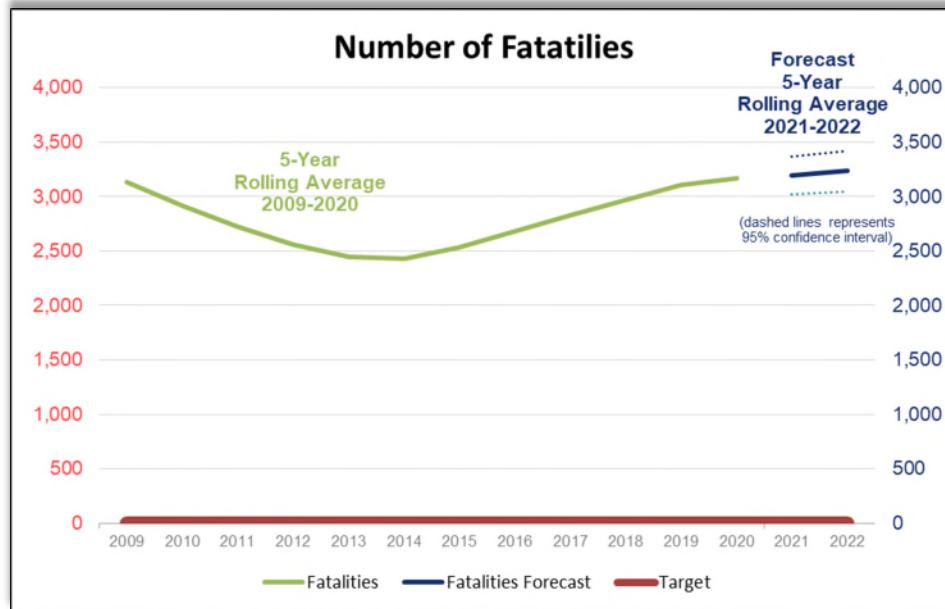
Florida’s data forecasts have been established using an ARIMA Hybrid Regression Model (0, 1,1)(2,0,0)(12) with VMT. Nine independent variables were tested to assess correlations between fatalities against possible influencing factors, including vehicle miles traveled (VMT), gas consumption, vehicle registration, temperature, precipitation, gross domestic product (GDP), and tourists. Only Vehicle Miles Traveled (VMT) and gas consumption have relatively high correlations with fatalities and serious injuries and of these two variables only VMT was useful in predicting future fatalities and serious injuries. The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecasted based on a five-year rolling average and the remaining performance measures will be forecasted annually. The forecasts for 2021 and 2022 are based on monthly data from 2005 through 2020 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data to create the updated forecasts. Forecasts for 2021 and 2022 were calculated by using the established trend percentage for VMT to normalize the 2020 data due to COVID-19 anomalies.



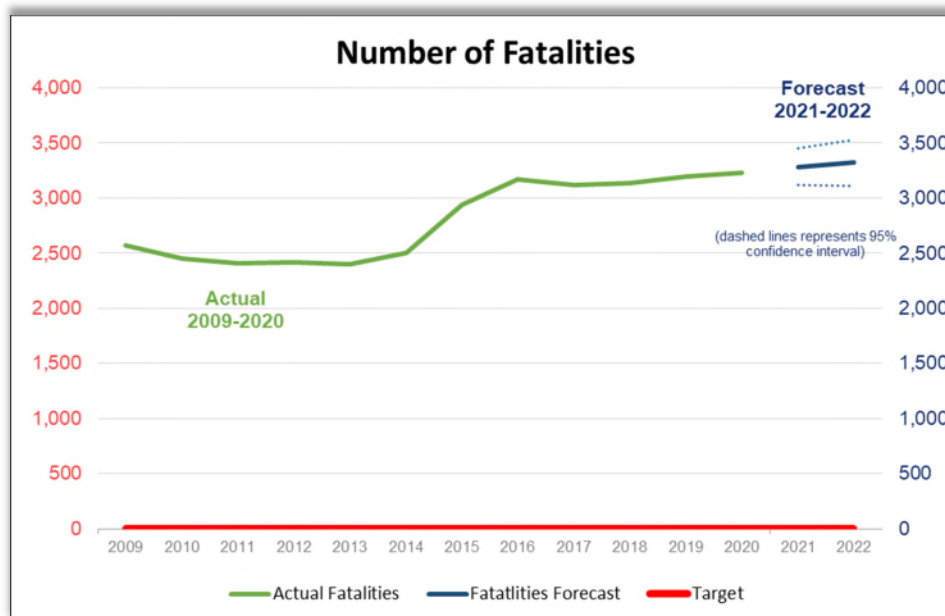
## C1 - NUMBER OF FATALITIES

- **Target:** Florida's target for fatalities is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatalities on Florida's roads is forecasted as 3,233 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatalities could slowly trend upward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities could slowly trend upward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reduce the upward trend to ultimately reduce the number of traffic fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average of traffic fatalities for each year and the data forecast for 2021 and 2022.



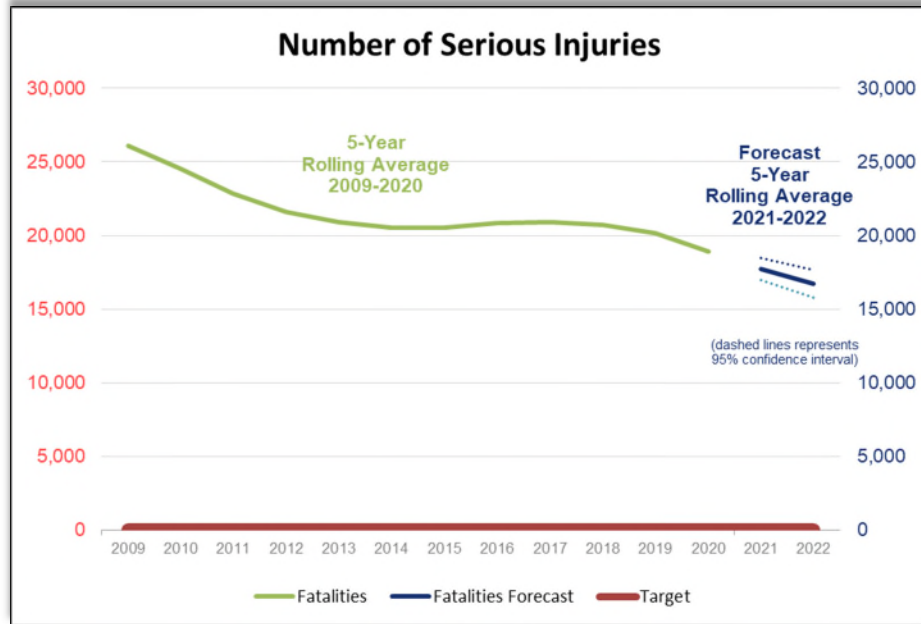
- **Actual Annual Graph:** The chart below reflects the annual traffic fatalities for each year and the data forecast for 2021 and 2022.



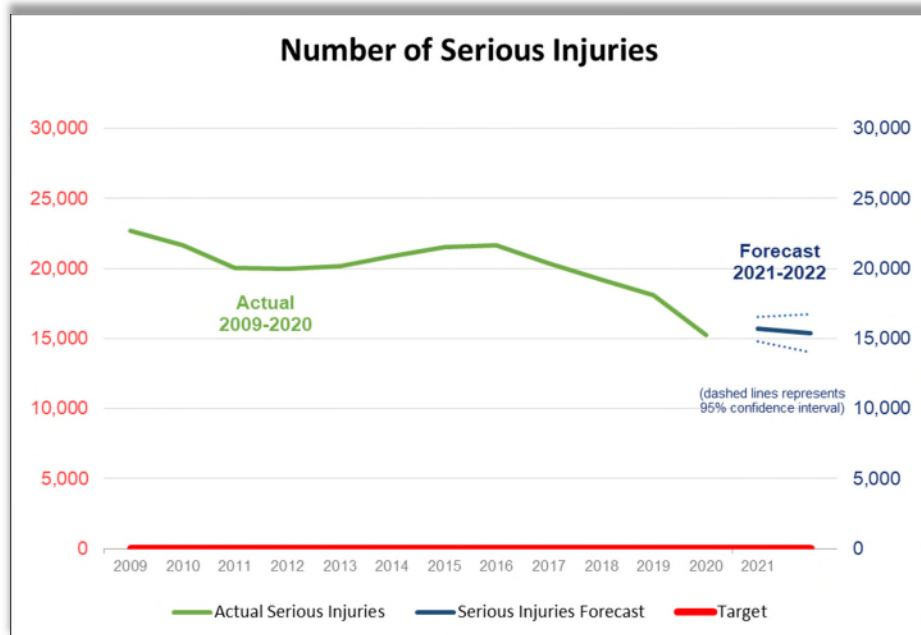
## C2 - NUMBER OF SERIOUS INJURIES

- **Target:** Florida's target for serious injuries is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total serious injuries on Florida's roads is forecasted as 16,724 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's five-year rolling average for serious injuries could slowly trend downward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities could trend downward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will enhance the downward trend to ultimately reduce the number of serious injuries.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average of serious injuries for each year and the data forecast for 2021 and 2022.



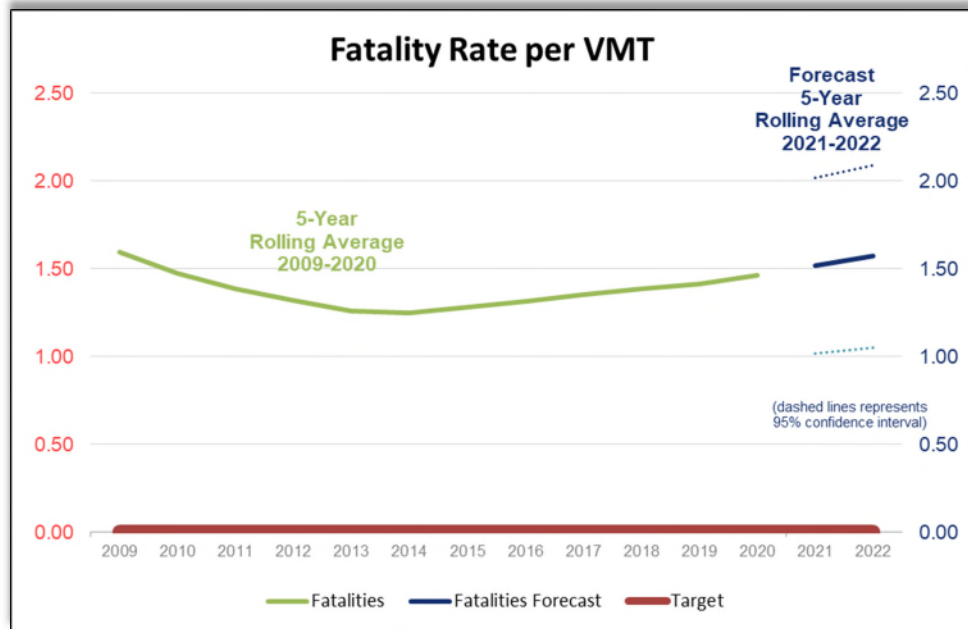
- **Actual Annual Graph:** The chart below reflects the annual serious injuries for each year and the data forecast for 2021 and 2022.



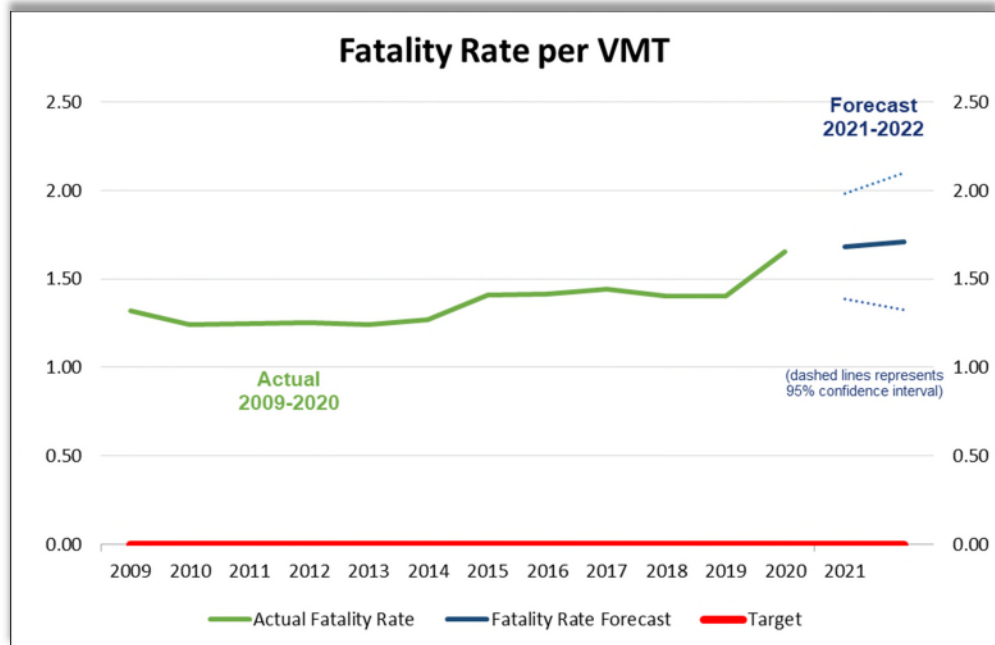
## C3 - FATALITY RATE PER 100M VMT

- **Target:** Florida's target for fatality rate is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for fatality rate per 100M VMT on Florida's roads is forecasted as 1.57 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatality rate could slowly trend upward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatality rate could trend upward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will enhance the upward trend to ultimately reduce the fatality rate per 100M VMT.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average for fatality rate per 100M VMT for each year and the data forecast for 2021 and 2022.



- **Actual Annual Graph:** The chart below reflects the annual fatality rate per 100M VMT for each year and the data forecast for 2021 and 2022.

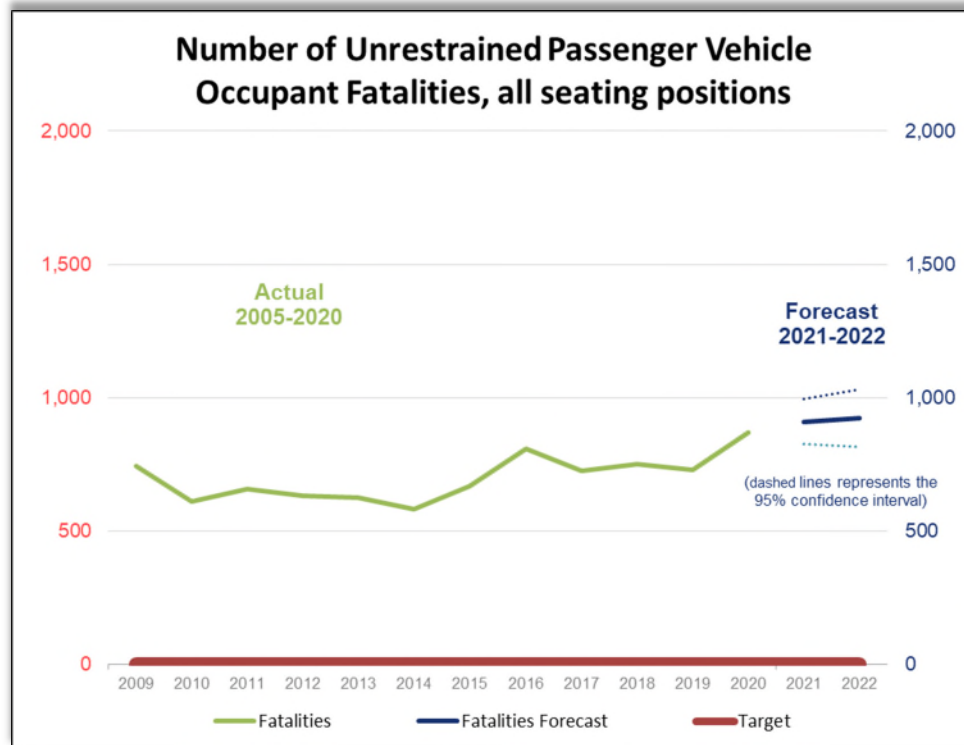




## C4 - NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEATING POSITIONS

- **Target:** Florida's target for the number of unrestrained passenger vehicle occupant fatalities, all seating positions is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions on Florida's roads is forecasted as 923 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions could slowly trend upward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions could trend upward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will help to flatten the upward trend to ultimately reduce the number of unrestrained passenger vehicle occupant fatalities, all seating positions.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

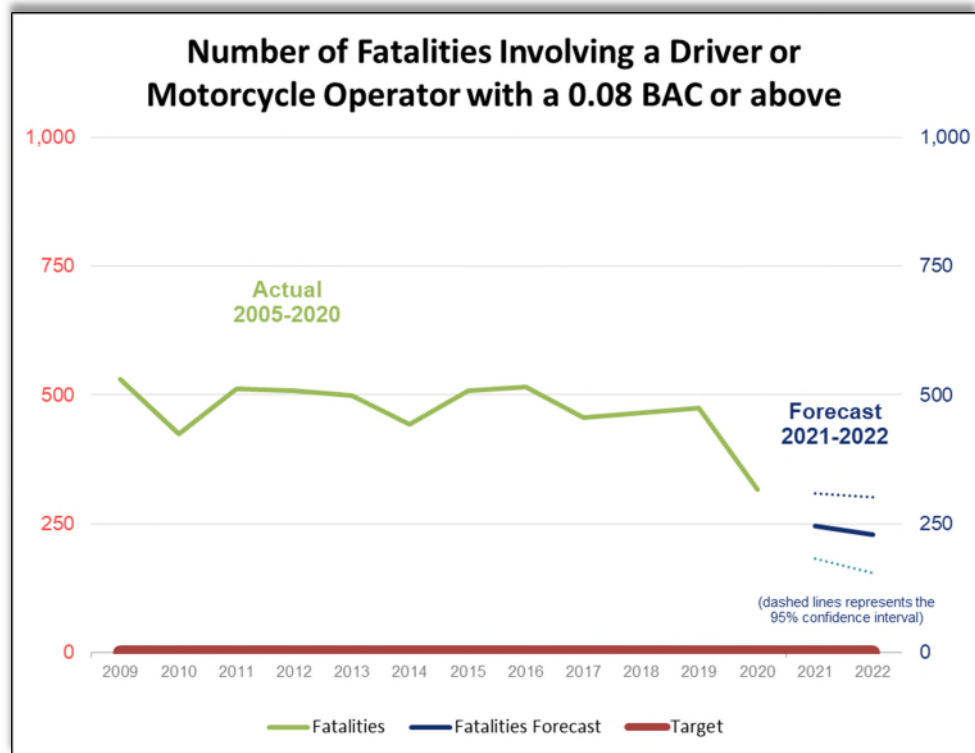
- **Actual Annual Graph:** The chart below reflects the annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions for each year and the data forecast for 2021 and 2022.



## C5 - NUMBER OF FATALITIES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A .08 BAC OR ABOVE

- **Target:** Florida's target for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above on Florida's roads is forecasted as 229 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's annual total for the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above could slowly trend downward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's fatalities involving a driver or motorcycle operator with a .08 BAC or above could slowly trend downward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will enhance the downward trend to ultimately reduce the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

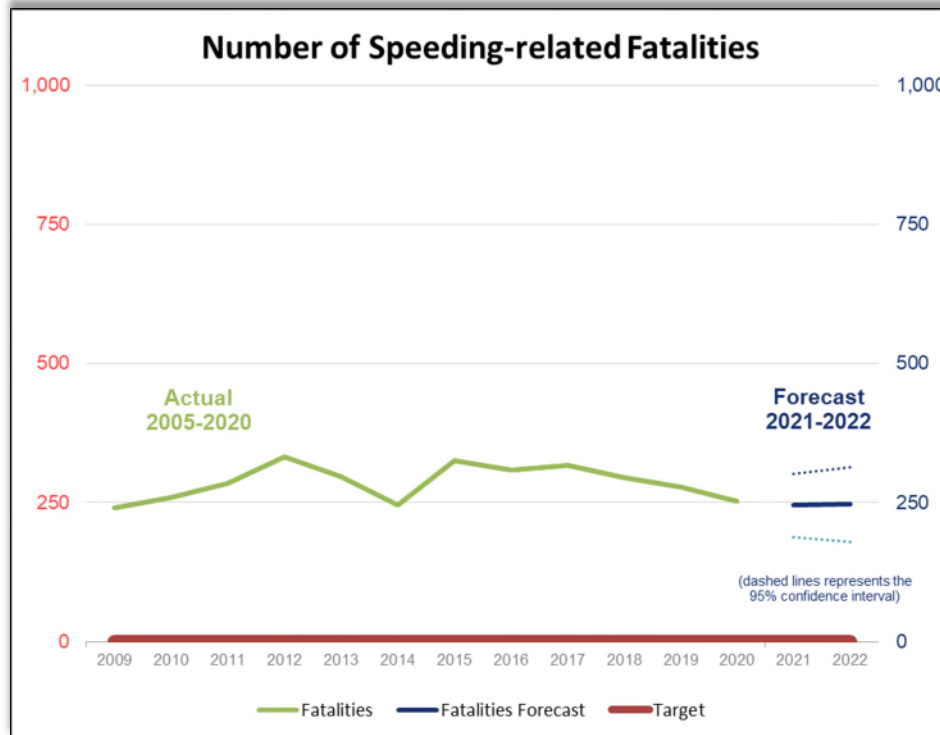
- **Actual Annual Graph:** The chart below reflects the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above for each year and the data forecast for 2021 and 2022.



## C6 - NUMBER OF SPEEDING-RELATED FATALITIES

- **Target:** Florida's target for the number of speeding-related fatalities is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for the number of speeding-related fatalities on Florida's roads is forecasted as 246 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's annual total for the number of speeding-related fatalities could remain relatively flat in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for the number of speeding-related fatalities could remain relatively flat in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reverse this trend and ultimately reduce the number of speeding-related fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Actual Annual Graph:** The chart below reflects the annual total for the number of speeding-related fatalities for each year and the data forecast for 2021 and 2022.

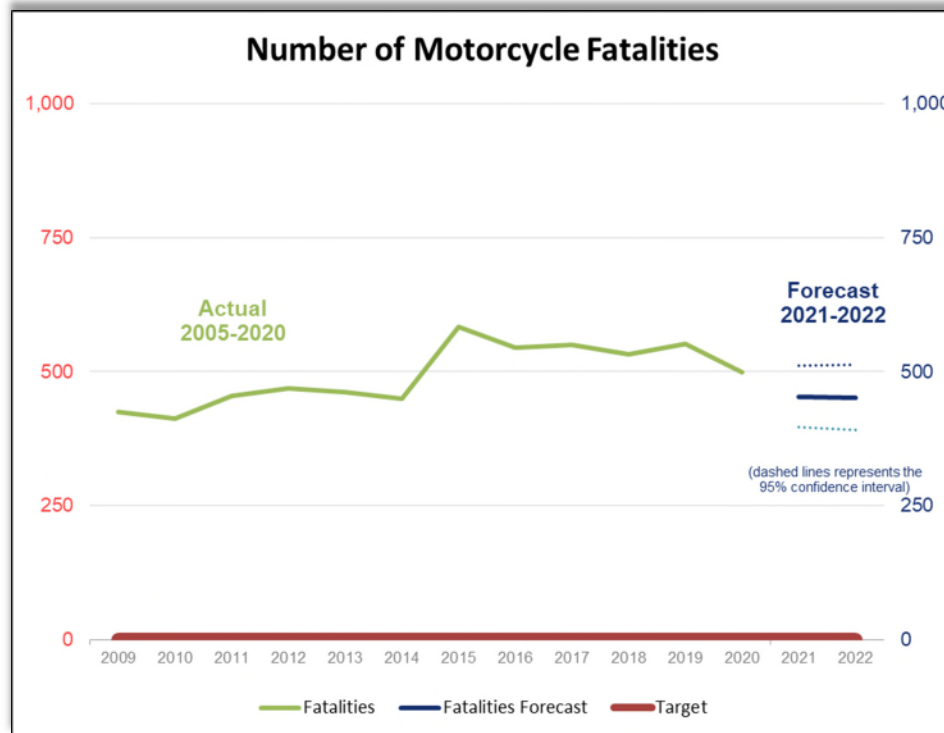




## C7 - NUMBER OF MOTORCYCLIST FATALITIES

- **Target:** Florida's target for the number of ME fatalities is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of motorcycle fatalities on Florida's roads is forecasted as 452 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's annual total for the number of motorcyclist fatalities could trend downward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates the annual total for the number of motorcycle fatalities could slowly trend downward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will continue this trend and ultimately reduce the number of motorcyclist fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

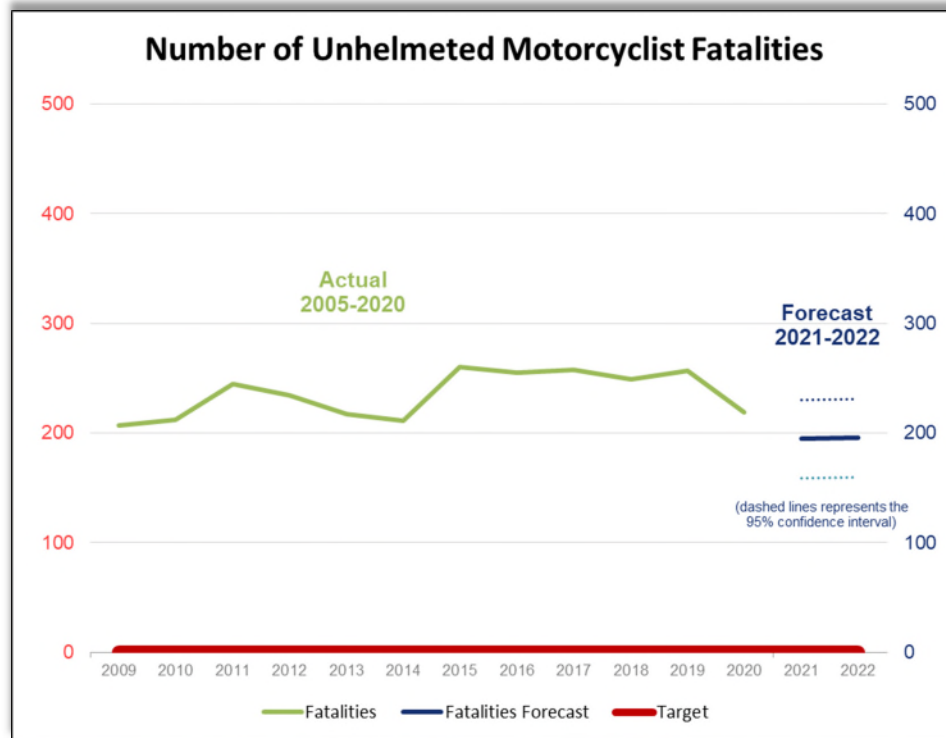
- **Actual Annual Graph:** The chart below reflects the annual total for the number of motorcyclist fatalities for each year and the data forecast for 2021 and 2022.



## C8 - NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

- **Target:** Florida's target for the number of unhelmeted motorcyclist fatalities is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for the number of unhelmeted motorcyclist fatalities on Florida's roads is forecasted as 196 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates the annual total for the number of unhelmeted motorcyclist fatalities could slowly trend downward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for the number of unhelmeted motorcyclist fatalities could slowly trend downward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will support this trend and ultimately reduce the number of unhelmeted motorcyclist fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

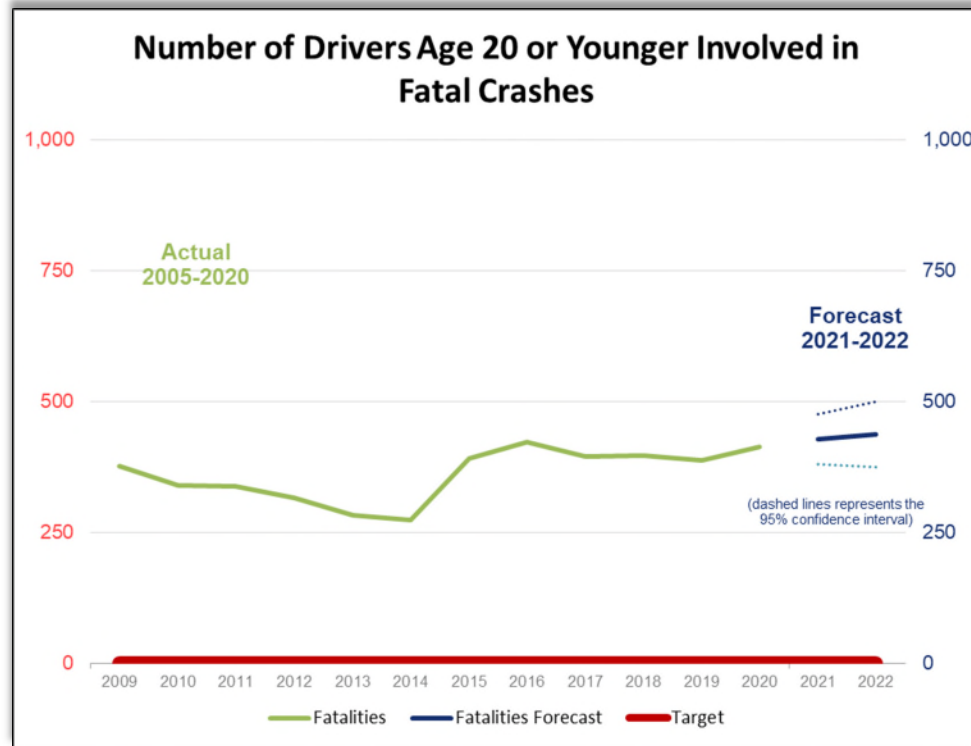
- **Actual Annual Graph:** The chart below reflects the annual total for the number of unhelmeted motorcyclist fatalities for each year and the data forecast for 2021 and 2022.



## C9 - NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES

- **Target:** Florida's target for the number of drivers age 20 or younger involved in fatal crashes is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual number of drivers age 20 or younger involved in fatal crashes on Florida's roads is forecasted as 437 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's annual number of drivers age 20 or younger involved in fatal crashes could slowly trend upward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of drivers age 20 or younger involved in fatal crashes could slowly trend upward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reverse this trend and ultimately reduce the number of drivers age 20 or younger involved in fatal crashes.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Actual Annual Graph:** The chart below reflects the annual number of drivers age 20 or younger involved in fatal crashes for each year and the data forecast for 2021 and 2022.

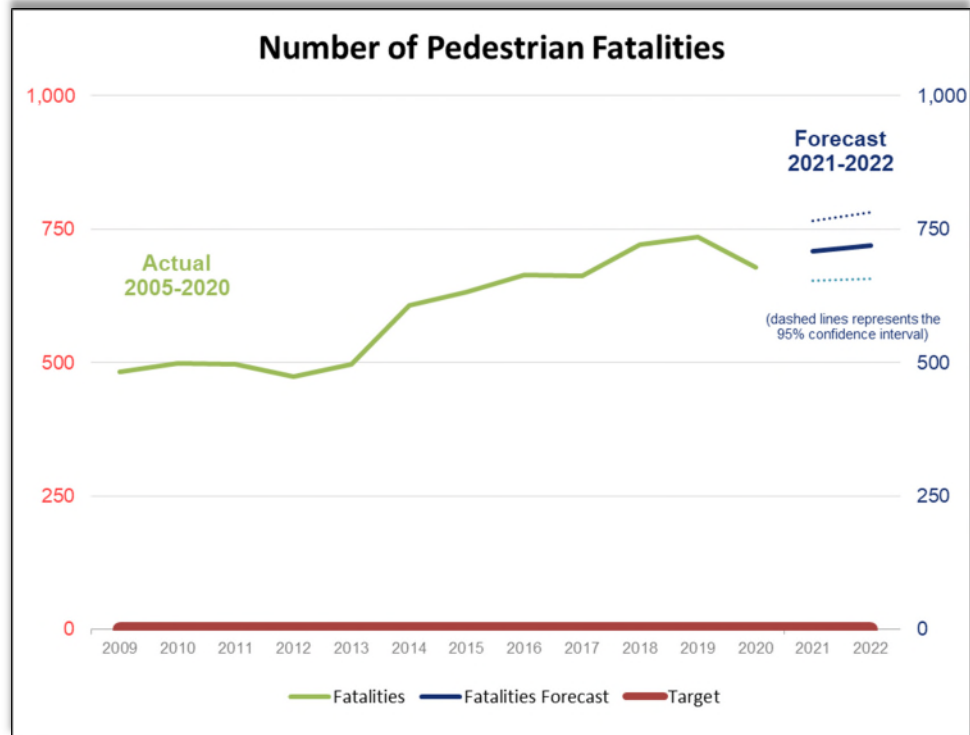




## C10 - NUMBER OF PEDESTRIAN FATALITIES

- **Target:** Florida's target for the number of pedestrian fatalities is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual number of pedestrian fatalities on Florida's roads is forecasted as 719 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's annual number of pedestrian fatalities could trend upward 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of pedestrian fatalities could trend upward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reverse this trend and ultimately reduce the number of pedestrian fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

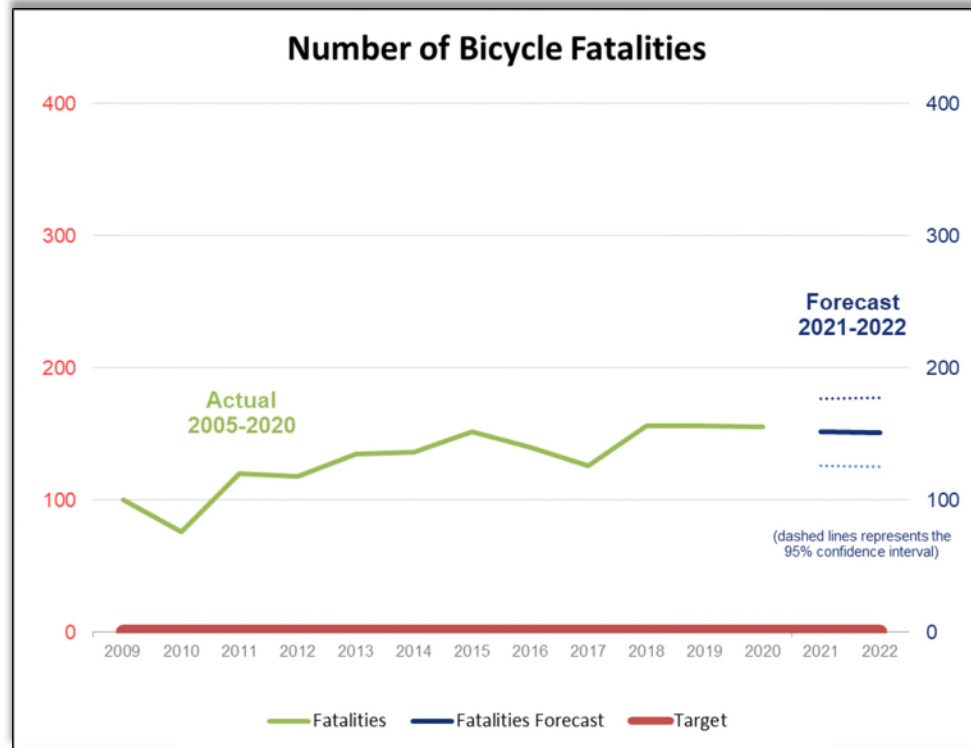
- **Actual Annual Graph:** The chart below reflects the annual number of pedestrian fatalities for each year and the data forecast for 2021 and 2022.



## C11 - NUMBER OF BICYCLIST FATALITIES

- **Target:** Florida's target for the number of bicyclist fatalities is zero in 2022.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual number of bicyclist fatalities on Florida's roads is forecasted as 151 in 2022. This forecast was made with historical and current state data from 2005 to 2020 to predict probable outcomes for 2021 and 2022.
- **Strategy:** The data forecast indicates Florida's annual number of bicyclist fatalities could remain relatively flat in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of bicyclist fatalities could remain relatively flat in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reverse this trend and ultimately reduce the number of bicyclist fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Actual Annual Graph:** The chart below reflects the annual number of bicyclist fatalities for each year and the data forecast for 2021 and 2022.



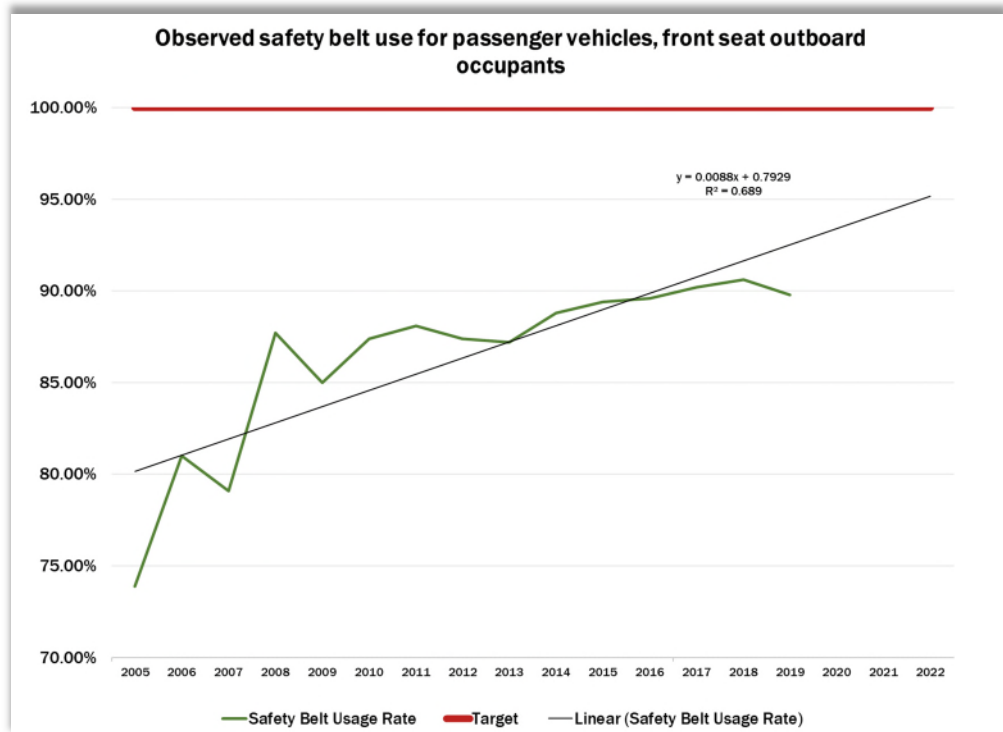


## B1 – OBSERVED SAFETY BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS

- **Target:** Florida’s target for the observed safety belt use for passenger vehicles, front seat outboard occupants is 100 percent in 2022.
- **Annual Performance Forecast:** Based on a linear trend, the observed safety belt use for passenger vehicles, front seat outboard occupants could be as high as 94.25% in 2022. This estimate was made with historical and current state data from 2005 to 2020 to estimate probable outcomes for 2020 and 2021.
- **Strategy:** The linear trend indicates Florida’s observed safety belt use for passenger vehicles, front seat outboard occupants could slowly trend upward in 2021 and 2022. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida’s observed safety belt use for passenger vehicles, front seat outboard occupants could slowly trend upward in 2021 and 2022, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will enhance the upward trend to ultimately increase the observed safety belt use for passenger vehicles, front seat outboard occupants.
- **Justification:** This estimate was made by using state data from 2005 to 2019 to show the trend. No survey data was collected in 2020 due to COVID-19 restrictions.

- **Actual Annual Graph:** The chart below reflects the observed safety belt use for passenger vehicles, front seat outboard occupants for years 2005 through 2019.

Florida did not conduct a safety belt use survey in 2020 due to COVID-19 restrictions. The graph below accurately depicts the trend based on all data available.



## ACTIVITY MEASURES

NHTSA uses multiple measures in reports to the Congress, the public, and others regarding the status of traffic safety overall and key traffic safety subjects such as safety belt use, impaired driving, speeding, and motorcycle helmet use. The following activity measures are submitted by all states to allow reporting of activity produced under federal grant funding. This is merely a representation of the efforts conducted and does, in no way, encourage a quota for enforcement activities.

It is important to note that high visibility enforcement, and public outreach and education were prohibited for most of 2020 and the beginning of 2021 to reduce the risk of contact exposure for law enforcement and the public, which significantly impacted the anticipated activity and expenditures of the FY 2020 HSP projects. Although many subrecipients could not perform planned or normal activities, some subrecipients were able to get creative in delivering services to fulfill their subgrant requirements to the best extent possible.

The following table denotes the number of safety belt citations, impaired driving arrests, and speeding citations issued during subgrant-funded enforcement activities:

Activity Measures			FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
A-1	Number of Grant-Funded Safety Belt Citations	Final	553	3,870	9,295	4,273	3,672	TBD
A-2	Number of Grant-Funded Impaired Driving Arrests	Final	1,848	1,121	1,134	460	729	TBD
A-3	Number of Grant-Funded Speeding Citations	Final	4,285	17,605	19,999	29,991	14,428	TBD



## FLORIDA-SPECIFIC MEASURES

Florida has established performance measures for program areas that are not expressly covered by the NHTSA required core outcome, behavioral, or activity measures. The following chart outlines those program areas and their specific, evidence-based performance measures for the FY 2020 HSP:

Program Area		Florida Specific Measures		FY 2022
F-1	Aging Road Users	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	0
			Final	
		Target meet or exceeded		
F-2	Community Traffic Safety Outreach	Number of CTST outreach events conducted	Target	180
			Final	
		Target meet or exceeded		
F-3	Distracted Driving	Number of distracted driving fatalities	Target	0
			Final	
		Target meet or exceeded		
F-4	Paid Media	Estimated number of impressions		
		Distracted Driving	Target	300,000
			Final	
		Target meet or exceeded		
		Impaired Driving	Target	65,000,000
			Final	
		Target meet or exceeded		
		Motorcycle Safety	Target	35,000,000
			Final	
		Target meet or exceeded		
		Occupant Protection	Target	50,000,000
			Final	
		Target meet or exceeded		
		Pedestrian and Bicycle Safety	Target	50,000,000
			Final	
		Target meet or exceeded		
		Railroad Safety	Target	300,000
			Final	
		Target meet or exceeded		
		Speeding and Aggressive Driving	Target	300,000
			Final	
Target meet or exceeded				
Work Zone Safety	Target	300,000		
	Final			
Target meet or exceeded				

F-5	Planning and Administration	Number of traffic safety subgrants executed	Target	216
			Final	
		Target meet or exceeded		
F-6	Police Traffic Services - LEL	Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic	Target	100%
			Final	
		Target meet or exceeded		
F-7	Public Traffic Safety Professionals Training	Number of persons who received traffic safety professional's training	Target	2,000
			Final	
		Target meet or exceeded		
F-8	Traffic Records	Number of crashes submitted within 10 days to the state	Target	>80%
			Final	
		Target meet or exceeded		
F-9	Work Zone Safety	Number of fatalities in work zones	Target	0
			Final	
		Target meet or exceeded		
shed performance measures for all program focus areas. Because these are newly established measures, there				
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# PERFORMANCE REPORT

In accordance with Final Rule, 23 CFR Part 1300, Uniform Procedures for State Highway Safety Grant Programs, Florida is providing the below performance report that shows the State's progress towards meeting state performance targets from the previous fiscal year's HSP. It is important to note that the FDOT forecast for outermost year can change as new state data is received and the forecast is recalculated.

Core Outcome Measures		Measure Type	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	
C-1	Number of fatalities	5 Year Rolling	0	0	0	0	0	
		Average	2,971	3,110	3,168			
		FDOT Forecast	Upper	3,052	3,117	3,288	3,284	3,420
			Lower	2,716	2,797	2,982	2,947	3,045
		Final Within Forecast Range	Yes	Yes	Yes			
C-2	Number of serious injuries	5 Year Rolling	0	0	0	0	0	
		Average	20,728	20,171	18,913			
		FDOT Forecast	Upper	20,861	21,107	19,863	18,894	17,681
			Lower	18,831	19,340	18,652	17,481	15,766
		Final Within Forecast Range	Yes	Yes	Yes			
C-3	Fatality rate per 100M VMT	5 Year Rolling	0	0	0	0	0	
		Average	1.39	1.41	1.46			
		FDOT Forecast	Upper	1.65	1.63	1.85	1.83	2.09
			Lower	1.06	1.08	0.96	0.91	1.05
		Final Within Forecast Range	Yes	Yes	Yes			
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seating positions	Actual	0	0	0	0	0	
		Final	751	730	871			
		FDOT Forecast	Upper	813	745	783	791	1,031
			Lower	615	546	627	596	815
		Final Within Forecast Range	Yes	Yes	No (Above)			
C-5	Number of fatalities involving driver or motorcycle operator with a .08 BAC or above	Actual	0	0	0	0	0	
		Final	465	474	317			
		FDOT Forecast	Upper	461	410	358	360	302
			Lower	291	237	229	204	155
		Final Within Forecast Range	No (Above)	No (Above)	Yes			
C-6	Number of speeding-related fatalities	Actual	0	0	0	0	0	
		Final	295	277	252			
		FDOT Forecast	Upper	332	348	301	326	314
			Lower	186	206	187	183	179
		Final Within Forecast Range	Yes	Yes	Yes			
C-7	Number of motorcyclist fatalities	Actual	0	0	0	0	0	
		Final	532	551	499			
		FDOT Forecast	Upper	608	602	575	588	513
			Lower	476	469	456	460	391
		Final Within Forecast Range	Yes	Yes	Yes			



C-8	Number of unhelmeted motorcyclist fatalities	Actual	Target	0	0	0	0	0
			Final	249	257	219		
		FDOT Forecast	Upper	321	298	288	292	231
			Lower	254	222	218	221	160
Final Within Forecast Range			Yes (Below)	Yes	Yes			
C-9	Number of drivers age 20 or younger involved in fatal crashes	Actual	Target	0	0	0	0	0
			Final	397	388	413		
		FDOT Forecast	Upper	456	400	452	481	499
			Lower	340	278	358	361	374
Final Within Forecast Range			Yes	Yes	Yes			
C-10	Number of pedestrian fatalities	Actual	Target	0	0	0	0	0
			Final	722	735	678		
		FDOT Forecast	Upper	722	678	746	760	782
			Lower	596	557	636	638	657
Final Within Forecast Range			Yes	No (Above)	Yes			
C-11	Number of bicyclist fatalities	Actual	Target	0	0	0	0	0
			Final	156	156	155		
		FDOT Forecast	Upper	163	160	166	167	177
			Lower	110	110	116	116	125
Final Within Forecast Range			Yes	Yes	Yes			
B-1	Observed safety belt use for passenger vehicles, front seat outboard occupants	Actual	Target	100%	100%	N/A	100%	100%
			Final	90.6%	89.8%	N/A		
		FDOT Forecast	Upper	100%	100%	N/A	100%	100%
			Lower	90%	90%	N/A	90%	90%
Final Within Forecast Range			Yes	No (Below)	N/A			
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The following provides a progress report/comparison for the Florida specific performance measures and program areas of emphasis. The performance measures for fatality data is not reported, as FY 2020 state data is not currently available for these measures.

Program Area	Florida Specific Measures		FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	
F-1	Aging Road Users	Number of Florida resident drivers age 65 or older	Target	0	0	0	0	0
		involved in fatal crashes	Final	305	328			
		Target meet or exceeded		No	No			
F-2	Community Traffic Safety Outreach	Number of CTST outreach events conducted	Target	160	175	180	180	180
			Final	168	250	57		
		Target meet or exceeded		Yes	Yes	No		
F-3	Distracted Driving	Number of distracted driving fatalities	Target	0	0	0	0	0
			Final	87	266			
		Target meet or exceeded		No	No			
F-4	Paid Media	Estimated number of impressions						
		Distracted Driving	Target	N/A	N/A	N/A	100,000	300,000
			Final	N/A	N/A	65,060,262		
		Target meet or exceeded		N/A	N/A	N/A		
		Impaired Driving	Target	3,000,000	3,000,000	75,000,000	75,000,000	65,000,000
			Final	85,389,616	100,998,383	34,670,594		
		Target meet or exceeded		Yes	Yes	No		
		Motorcycle Safety	Target	500,000	500,000	70,000,000	50,000,000	35,000,000
			Final	78,996,032	47,872,112	50,051,564		
		Target meet or exceeded		Yes	Yes	No		
		Occupant Protection	Target	1,000,000	1,000,000	90,000,000	50,000,000	50,000,000
			Final	98,028,754	24,973,712	23,791,175		
		Target meet or exceeded		Yes	Yes	No		
		Pedestrian and Bicycle Safety	Target	400,000	400,000	170,000,000	50,000,000	50,000,000
			Final	182,600,000	2,813,253	46,028,836		
		Target meet or exceeded		Yes	Yes	No		
		Railroad Safety	Target	N/A	N/A	N/A	100,000	300,000
			Final	N/A	N/A	N/A		
		Target meet or exceeded		N/A	N/A	N/A		
		Speeding and Aggressive Driving	Target	N/A	N/A	N/A	N/A	300,000
			Final	N/A	N/A	N/A		
Target meet or exceeded		N/A	N/A	N/A				
Work Zone Safety	Target	N/A	N/A	N/A	100,000	300,000		
	Final	N/A	N/A	N/A				
Target meet or exceeded		N/A	N/A	N/A				

F-5	Planning and Administration	Number of traffic safety subgrants executed	Target	168	170	175	187	216
			Final	145	164	175		
		Target meet or exceeded		No	No	Yes		
F-6	Police Traffic Services - LEL	Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic	Target	100%	100%	100%	100%	100%
			Final	74%	72%	72%		
		Target meet or exceeded		No	No	No		
F-7	Public Traffic Safety Professionals Training	Number of persons who received traffic safety professional's training	Target	500	500	2,000	2,000	2,000
			Final	2,383	2,976	2,600		
		Target meet or exceeded		Yes	Yes	Yes		
F-8	Traffic Records	Number of crashes submitted within 10 days to the state	Target	>80	>80%	>80%	>80%	>80%
			Final	80.44%	79.55%	80.62%		
		Target meet or exceeded		Yes	No	Yes		
F-9	Work Zone Safety	Number of fatalities in work zones	Target	0	0	0	0	0
			Final	82	13			
		Target meet or exceeded		No	No			
<p>Per 23 CFR 1300.11, Florida has established performance measures for all program focus areas. Because these are newly established measures, there is not historical reporting of prior years.</p> <p><span style="background-color: black; color: black;">██████████</span> Indicates data is not currently available</p>								

# EVIDENCE-BASED ENFORCEMENT PLAN

The State of Florida has a comprehensive, evidence-based enforcement plan that encompasses all traffic safety program areas. Selection of enforcement activity locations is based upon data that identifies high-risk areas with the greatest number of crashes, serious injuries, fatalities, and/or traffic violations (citations). The FDOT State Safety Office funds law enforcement agencies located within high-risk areas and monitors data throughout the year to assess impact. Through the Florida Law Enforcement Traffic Safety Challenge, the state's eight Law Enforcement Liaisons (LELs) work with local, county, and state law enforcement agencies to encourage participation in state mobilizations and the three NHTSA traffic safety national mobilizations and campaigns. Through the Challenge, law enforcement agencies are encouraged to conduct routine enforcement patrols to address particular program areas, as well as high visibility enforcement operations (i.e., saturation patrols, checkpoints), educational programs, and earned media activities.

## DATA-DRIVEN ENFORCEMENT

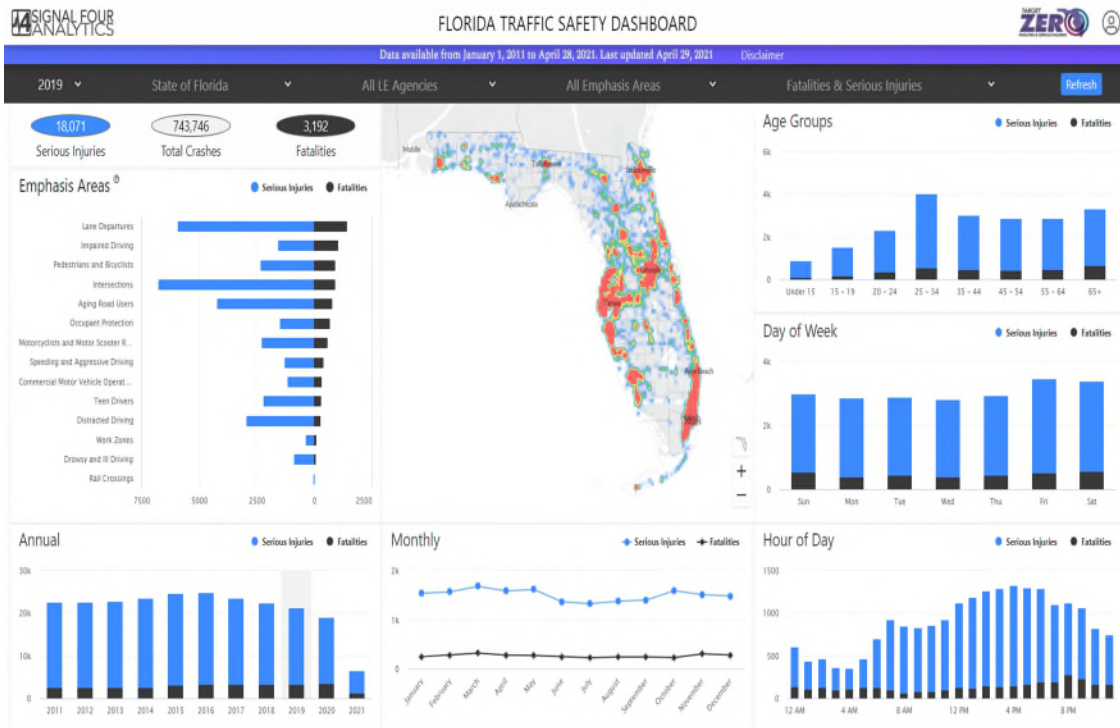
Florida's evidence-based enforcement plan uses data-driven tools to identify specific traffic safety concerns and the areas of the state that represent the highest risk for crashes, serious injuries, and fatalities. The Florida Highway Safety Matrix ranks combined serious injury and fatality data in county- and city-level matrices. Based upon five years of data (2015-2019), these matrices provide Florida decision-makers with critical information about the status of traffic safety in counties and cities throughout the state.

County and city-level matrices are divided into three groups based upon population. The numbers in each matrix represent where a county or city ranks relative to its population group in a particular program area based on the total serious injuries and fatalities, where "1" represents the highest number of serious injuries and fatalities within a population group. For example, the "1" next to Broward indicates it has the highest number of serious injuries and fatalities in speed or aggressive driving related crashes among the 25 counties in Group 1. The rankings in both matrices are based on the five-year period sum of combined serious injuries and fatalities. Inmate populations are excluded in calculations.

Signal 4 Analytics is also used in enforcement planning by law enforcement agencies because it provides actual crash counts and locations that is sortable by county, city, or local jurisdiction. Using this tool, law enforcement agencies can break down data on crash hot spots by program area to direct enforcement to high crash locations.

The FDOT State Safety Office awards funding to safety partners that undertake priority area enforcement programs and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities. Funding may be awarded for addressing traffic safety challenges, expansion of an ongoing enforcement activity, or development of a new program. Entities interested in applying for NHTSA funding through FDOT’s State Safety Office must submit concept papers describing their proposed efforts.

Concept papers for enforcement projects are evaluated for expected effectiveness in targeting key traffic safety issues. Project funding decisions are based upon how well the proposed effort meets the goals of the SHSP as well as local traffic safety coalitions and stakeholders, where the geographic location of the project ranks within the Florida Highway Safety Matrix, NHTSA assessment recommendations, available funding, and whether evidence of a problem is supported by state and local traffic safety and/or citation data. Law enforcement agencies that propose projects are also evaluated to determine their commitment to traffic safety enforcement. If concept papers are not received from law enforcement agencies located in high crash, fatality, and serious injury areas, the FDOT State Safety Office may directly solicit concept papers from agencies within targeted high-risk areas.



## HIGH VISIBILITY ENFORCEMENT AND NATIONAL MOBILIZATION SUPPORT

The Florida Law Enforcement Liaison (LEL) program is funded by FDOT and NHTSA. The goal of the LEL program is to reduce traffic-related fatalities and injuries by working with law enforcement agencies across the state to increase safety belt use, reduce impaired driving, and encourage the implementation of other traffic safety initiatives. The LEL program sponsors a Florida Law Enforcement Liaison Traffic Safety Challenge to support the goal of preventing crashes and saving lives.

The Challenge is a formalized recognition program that recognizes law enforcement agencies for their traffic safety efforts and promotes and recognizes law enforcement agencies for improving traffic safety by encouraging a multi-faceted approach to safer communities. During the challenge, the participating law enforcement agencies are encouraged to increase the intensity of their enforcement efforts, upgrade traffic safety policies, educate personnel, participate in the three NHTSA traffic safety national enforcement waves (2 *Drive Sober or Get Pulled Over* and 1 *Click It or Ticket*), report activities to the LEL program, recognize outstanding officers, and enhance enforcement activities. This challenge is designed to recognize the top traffic safety initiatives that promote safe driving in Florida communities.

Research shows that an increase in a community's traffic enforcement results in decreased motor vehicle crashes, injuries, and fatalities. In fact, no other program or strategy works as well as high visibility enforcement in making roads safer. LEL programs are a critical link between law enforcement and all traffic safety-related training and public information programs sponsored by FDOT and NHTSA.

Funding is also provided for national mobilization support and is used to purchase educational materials that will be used by law enforcement agencies for public outreach.





## MEDIA SUPPORT

Florida's paid media is designed to heighten traffic safety awareness and support enforcement efforts by aggressively marketing state and national traffic safety campaigns. Each media purchase is program-specific, and location and medium are selected based on number of expected impressions, geographic location of high risk, statewide exposure benefits, available funding, and in-kind match. This focused approach to media supports education and enforcement activities around the state. Effective traffic safety media efforts will contribute to the reduction of serious injuries and fatalities throughout Florida.

Florida's paid media supports the following state education and public awareness campaigns:

- ***Alert Today, Alive Tomorrow*** – increases awareness of and compliance with pedestrian and bicycle laws
- ***Drink + Ride = Lose*** – reminds motorcyclists of the risks, as well as physical, legal, and monetary costs associated with riding impaired
- ***Put It Down*** – educates motorists to not drive distracted
- ***Railroad Safety*** – alerts motorists to look for trains at railroad crossings
- ***Ride Smart*** – encourages motorcyclists to not drink and ride, make themselves more visible, always wear a helmet, ride within personal and legal limits, train regularly, and obtain a motorcycle endorsement on their license
- ***Share the Road*** – reminds motorists to look for and share the road with motorcyclists
- ***Stop Speeding Before It Stops You*** – prompts motorists to slow down and not exceed speed limits
- ***Work Zone Safety*** – advises motorists to drive safely in active work zones

National traffic safety high visibility enforcement and public awareness campaigns supported via the paid media include:

- ***Drive Sober or Get Pulled Over*** – increases awareness of and compliance with impaired driving laws and the consequences of failing to do so
- ***Click It or Ticket*** – increases awareness of and compliance with safety belt use laws and the consequences of non-use

## CONTINUOUS FOLLOW-UP AND ADJUSTMENT

The FDOT State Safety Office conducts continuous monitoring of all subgrants. Funded agencies are required to submit performance reports with their invoices describing what occurred during each respective time period. The FDOT State Safety Office also asks each subrecipient to identify areas of highest risk and to direct their enforcement efforts to address that risk. Agencies continuously compare their activity reports against the latest crash data to identify successful crash reductions in targeted locations, as well as new areas of risk. FDOT State Safety Office staff regularly communicates with subrecipients about the alignment of enforcement efforts and current areas of high risk.

The list of high-visibility enforcement subgrants for FY 2022 can be found on the following pages:

Distracted Driving .....	page 83
Impaired Driving.....	page 93
Motorcycle Safety.....	page 104
Occupant Protection and Child Passenger Safety .....	page 114
Pedestrian and Bicycle Safety.....	page 136
Speeding and Aggressive Driving.....	page 161
Teen Driver Safety.....	page 168
Work Zone Safety.....	page 195



# FDOT PROGRAM AREAS

Florida's FY 2022 HSP projects are segmented into program areas by the FDOT State Safety Office to assist with the analyzing, directing, and monitoring of the highway safety countermeasure activities through the traffic safety subgrant programs. The program area categories are:

- Aging Road Users
- Community Traffic Safety Outreach
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Paid Media
- Pedestrian and Bicycle Safety
- Planning and Administration
- Police Traffic Services – LEL
- Public Traffic Safety Professionals Training
- Speeding and Aggressive Driving
- Teen Driver Safety
- Traffic Records
- Work Zone Safety

# AGING ROAD USERS

## DESCRIPTION OF THE PROBLEM

Florida is the third most populated state with 20 percent of our population over the age of 65. Today's older adults are living healthier and longer lives and are expected to outlive their ability to drive safely by 7 to 10 years, according to AAA. As drivers age, safe driving skills can diminish, their traffic risks increase, and the impact on traffic safety can be substantial. Aging impacts vision, memory, physical strength, reaction time, and flexibility – all necessary skills for safe driving. Older adults are safe drivers. They self-select off-peak (10:00am to 2:00pm) driving times when risk is lower, and they are less likely to engage in risky behavior. However, they are at greater risk of injury or death when involved in a crash due to their age-related vulnerabilities.

The goal of Florida's Aging Road User Program is to improve the safety, access, and mobility of the state's aging population by reducing their fatalities, serious injuries, and crashes while maintaining their safe connection to the community. The program seeks to help older adults maintain their mobility independence beyond driving. FY 2022 HSP projects address aging road user safety from several angles and enlist local agencies to address this important issue in their specific geographic areas.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Provide law enforcement officers and front-line licensing personnel training, tools, and resources to recognize, assess, and report at-risk aging drivers.
- Develop and implement targeted outreach and communication strategies to increase awareness among older adults, families, health care providers, safety professionals, community partners, and the public about the safety, access, and mobility needs of aging road users and the resources available.
- Educate and train road users by developing and distributing resources and tools to support safe driving skills and encourage early planning to safely transition from driving.
- Promote partnerships and educate safety professionals at metropolitan planning organizations, regional planning councils, and local governments on the importance of addressing the special needs of the aging population in their transportation, land use, and housing plans.

- Create safer and more livable communities by providing access to features and services to meet the mobility needs of an aging population.
- Promote a broader range of safe transportation choices to better accommodate the need for safe, accessible, and affordable transportation that meets the needs of an aging population.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Older Drivers - Communications and Outreach  
Formal Courses for Older Drivers (CTW: Chapter 7, Page 10)
- Older Drivers - Communications and Outreach  
General Communications and Education (CTW: Chapter 7, Page 11)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the State that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.



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**Agency:** Florida State University - Pepper Institute on Aging and Public Policy

**Project Name:** Safe Mobility for Life Coalition

**Project Number:** CP-2022-00290

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** Florida State University's Pepper Institute will assist Florida's Safe Mobility for Life Coalition with program management, coalition meeting support, and program evaluation. This project will also oversee the implementation of Florida's Aging Road User Strategic Safety Plan and oversee CarFit training and events statewide. CarFit is a national educational program created by the American Society on Aging in collaboration with the American Automobile Association, AARP, and the American Occupational Therapy Association. CarFit offers older adults the opportunity to assess how well their personal vehicles "fit" them and provides information and materials about community-specific resources and activities that enhance driver safety and increase mobility.

**Budget:** \$318,000



**Agency:** University of Florida - Institute for Mobility, Activity, and Participation

**Project Name:** Aging Road User Information Systems

**Project Number:** CP-2022-00307

**Funding Source:** 402

**Local Benefit:** \$205,000

**Project Description:** The University of Florida's Institute for Mobility, Activity, and Participation will house and maintain the Florida Aging Road User Information System. This project will reduce injuries and fatalities for aging road users by providing options for alternative methods of transportation once they can no longer drive safely. This program supports the work of the Safe Mobility for Life Coalition and the strategies of Florida's Aging Road User Strategic Safety Plan.


**Budget:** \$205,000

## Find a Ride Florida

 Low Vision Users

**Fill out the information below to find your transportation options in Florida**

If you are a family member or caregiver, please complete the form on the rider's behalf.

**Traveling from:** 


Use my current location 

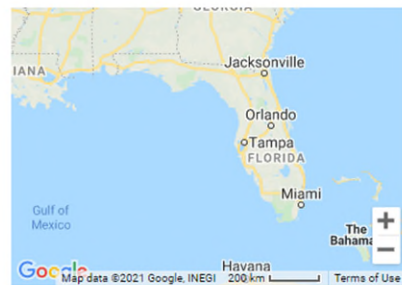
**Traveling to:** (optional) 


**What is the purpose of the trip?**

- Education
  Work
  Medical
  Other 

**Do any of the following apply?**

- Age 60 or older   
 Need escort to and from vehicle  
 Need accommodation for wheelchair



 **Find a ride**



**Agency:** Leesburg Police Department

**Project Name:** Aging Road User Program

**Project Number:** CP-2022-00353

**Funding Source:** 402

**Local Benefit:** \$15,000

**Project Description:** The Leesburg Police Department will receive funding to conduct aging road user education and outreach. Efforts include participating in local events and providing presentations at local civic groups and communities. Educational materials for aging road users will also be provided to inform them of driving risks, help them assess their driving knowledge and capabilities, suggest methods to adapt to and compensate for changing capabilities and provide information on alternative transportation options available.

**Budget:** \$15,000

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**Helping Florida's Aging Drivers  
Stay Safe & Mobile**

# COMMUNITY TRAFFIC SAFETY OUTREACH

## DESCRIPTION OF THE PROBLEM

Florida's Community Traffic Safety Outreach Program includes Community Traffic Safety Teams (CTSTs) working throughout the state that focus on local projects to reduce crashes, serious injuries, and fatalities. Efforts of the Community Traffic Safety Outreach Program raise awareness and provide safety resources to their local areas using data-driven approaches to address areas with the highest number of crashes, serious injuries, and fatalities.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Develop and implement targeted outreach and communication strategies to promote driver education programs and educate teens, parents, caregivers, and other partners about Florida's GDL laws and the resources available.
- Educate teens, parents and caregivers about the safety issues and the traffic laws and regulations related to teen distracted driving.
- Educate teens, parents, and caregivers about the dangers of drowsy and impaired driving, the importance of safety belt use, and driver responsibilities when involved in a crash.
- Expand the network of concerned individuals to build recognition and awareness about traffic safety.
- Create safer communities through greater interaction of parents and caregivers in the teen driver license process by engaging caregivers during orientation events, parent groups, and other teen/caregiver-targeted functions.
- Provide resources to educate teen road users on how to safely use other modes of transportation, such as walking, bicycling, transit, micromobility, and shared or automated vehicles.
- Prioritize projects and initiatives providing a demonstrated reduction in teen driving crashes.
- Identify and support legislation to improve Florida's GDL laws.
- Pursue school policies that correlate teen safe driving behavior with student privileges.

- Expand Florida’s Driver Education curriculum to be comprehensive in its promotion of proven teen driver safety practices and principles.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Responsible Beverage Service (CTW: Chapter 1, Page 56)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Alternative Transportation (CTW: Chapter 1, Page 57)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Designated Drivers (CTW: Chapter 1, Page 58)
- Seat Belts and Child Restraints - Communications and Outreach  
Supporting Enforcement (CTW: Chapter 2, Page 23)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Low-Belt-Use Groups (CTW: Chapter 2, Page 24)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Older Children (CTW: Chapter 2, Page 31)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Child restraint & Booster Seat Use (CTW: Chapter 2, Page 33)
- Speeding and Speed Management - Communications and Outreach  
Communications and Outreach Supporting Enforcement (CTW: Chapter 3, Page 31)
- Distracted and Drowsy Driving - Communications and Outreach  
Communications and Outreach on Distracted Driving (CTW: Chapter 4, Page 18)
- Motorcycle Safety - Alcohol Impairment  
Alcohol-Impaired Motorcyclists: Communications and Outreach (CTW: Chapter 5, Page 16)
- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Conspicuity and Protective Clothing (CTW: Chapter 5, Page 19)

- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Other Driver Awareness of Motorcyclists (CTW: Chapter 5, Page 20)
- Young Drivers - Driver Education  
Pre-Licensure Driver Education (CTW: Chapter 6, Page 19)
- Young Drivers - Driver Education  
Post-Licensure or Second-Tier Driver Education (CTW: Chapter 6, Page 20)
- Young Drivers - Parents  
Parental Role in Teaching and Managing Young Drivers (CTW: Chapter 6, Page 21)
- Older Drivers - Communications and Outreach  
General Communications and Education (CTW: Chapter 7, Page 11)
- Pedestrian Safety - Impaired Pedestrians  
Impaired Pedestrians: Communications and Outreach (CTW: Chapter 8, Page 27)
- Pedestrian Safety - All Pedestrians  
Conspicuity Enhancement (CTW: Chapter 8, Page 34)
- Bicycle Safety - Children  
Bicycle Safety Education for Children (CTW: Chapter 9, Page 18)
- Bicycle Safety - Adults  
Bicycle Safety Education for Adult Cyclists (CTW: Chapter 9, Page 22)
- Bicycle Safety - All Bicyclists  
Promote Bicycle Helmet Use With Education (CTW: Chapter 9, Page 26)
- Bicycle Safety - Drivers and Bicyclists  
Share the Road Awareness Programs (CTW: Chapter 9, Page 30)



## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

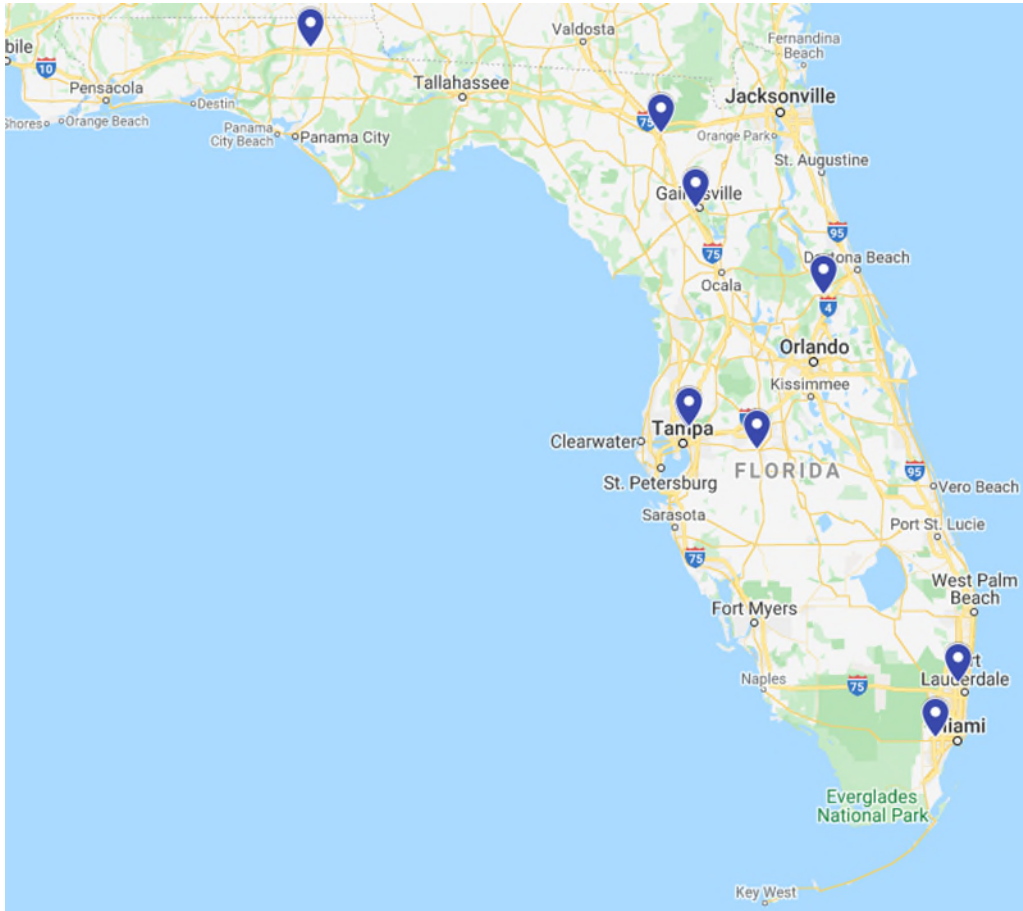
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

## MAP OF CTST PROJECT LOCATIONS

The below map represents locations of subrecipients, focused on project delivery.



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**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$225,000

**Project Description:** The Community Traffic Safety Teams (CTSTs) promote public awareness of traffic safety best practices through campaigns that educate drivers, motorcyclists, pedestrians, and bicyclists about the rules of the road. FDOT will provide funding to CTSTs in each FDOT District to purchase public information and educational materials, as well as tailgate wraps for FDOT vehicles that address traffic safety challenges affecting their local communities.

**Budget:** \$225,000

Agency	Project Name	Project Number	Local Benefit	Budget
Florida Department of Transportation – District 1	Public Information and Education Program – District 1	CP-2022-00120	\$35,000	\$35,000
Florida Department of Transportation – District 2	Public Information and Education Program – District 2	CP-2022-00136	\$30,000	\$30,000
Florida Department of Transportation – District 3	Public Information and Education Program – District 3	CP-2022-00220	\$40,000	\$40,000
Florida Department of Transportation – District 4	Public Information and Education Program – District 4	CP-2022-00009	\$30,000	\$30,000
Florida Department of Transportation – District 5	Public Information and Education Program – District 5	CP-2022-00215	\$30,000	\$30,000
Florida Department of Transportation – District 6	Public Information and Education Program – District 6	CP-2022-00001	\$30,000	\$30,000
Florida Department of Transportation – District 7	Public Information and Education Program – District 7	CP-2022-00093	\$30,000	\$30,000

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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** Community Traffic Safety Support

**Project Number:** CP-2022-00018

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of South Florida's Center for Urban Transportation Research (CUTR) will receive funding to hire contractors to support the FDOT State Safety Office and other community programs along with purchasing traffic safety-related public information and education materials. The support includes, but is not limited to, assisting with strategic plans, focused studies, process reviews, and creating public information materials. Public information materials include the annual update and distribution of the Quick Reference Guide for Florida Law Enforcement, media materials used for advertisements, and outreach materials that are distributed as part of other programs.

**Budget:** \$740,000

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**Agency:** University of Florida - Transportation Technology Transfer (T2) Center

**Project Name:** Florida's Traffic Safety Resource Center (FTSRC)

**Project Number:** CP-2022-00270

**Funding Source:** 402

**Local Benefit:** \$407,000

**Project Description:** The University of Florida's Florida Transportation Technology Transfer (T2) Center will develop and implement an online one-stop shop website for the new Florida Traffic Safety Resource Center (FTSRC). The FTSRC will order, store, and distribute traffic safety related public information and education materials including but not limited to: brochures, tip cards, magazines, posters, yard signs, etc., to support the following emphasis areas in Florida's Strategic Highway Safety Plan: Aging Road Users, Distracted Driving, Impaired Driving, Motorcycle Safety, Occupant Protection and Child Passenger Safety, Pedestrian and Bicycle Safety, Speeding and Aggressive Driving, Teen Driver Safety, and Work Zone Safety. The goal of the FTSRC is to put all of Florida's traffic safety materials in one location for our traffic safety partners to access and distribute as needed.

**Budget:** \$407,000



# DISTRACTED DRIVING

## DESCRIPTION OF THE PROBLEM

At 55 mph, a driver can travel the distance of a football field (with his or her eyes off the road) in the amount of time it takes to send a text. Distracted driving includes anything that takes the driver's attention away from the vital task of driving.

There are three types of distraction: manual, which is taking hands off the wheel; visual, or taking eyes off the road; and cognitive, which involves taking one's mind off driving. Discussions about distracted driving often center on cell phone use and texting but other activities such as eating, talking to passengers, reading, adjusting the radio or climate controls, dealing with children, and being fatigued or drowsy can be equally as distracting.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Expand analysis of traffic records data related to distracted driving citations and crashes to identify and resolve inconsistencies or gaps in data.
- Develop and implement targeted outreach and communication strategies to increase understanding of the consequences related to distracted driving, riding, and walking.
- Educate and train beginning and experienced road users about distracted driving, riding, and walking by ensuring all course materials include specific content about distraction.
- Create safer communities by promoting a culture shift away from distracted driving through local leadership and resources.
- Provide law enforcement officers training, tools, and resources to detect and cite distracted road users, collect data, provide education in their community, and model good driving behavior.
- Conduct focused enforcement activities for distracted driving, riding, or walking using the most appropriate enforcement strategy.
- Identify and support legislation to enhance enforcement and penalties for use of smart devices while driving and promote supportive employer policies.



## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Distracted and Drowsy Driving - Laws and Enforcement  
Cell Phone and text Messaging Laws (CTW: Chapter 4, Page 13)
- Distracted and Drowsy Driving - Laws and Enforcement  
High-Visibility Cell Phone and Text Messaging Enforcement (CTW: Chapter 4, Page 14)
- Distracted and Drowsy Driving - Laws and Enforcement  
General Driver Drowsiness and Distraction Laws (CTW: Chapter 4, Page 16)
- Distracted and Drowsy Driving - Communications and Outreach  
Communications and Outreach on Distracted Driving (CTW: Chapter 4, Page 18)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

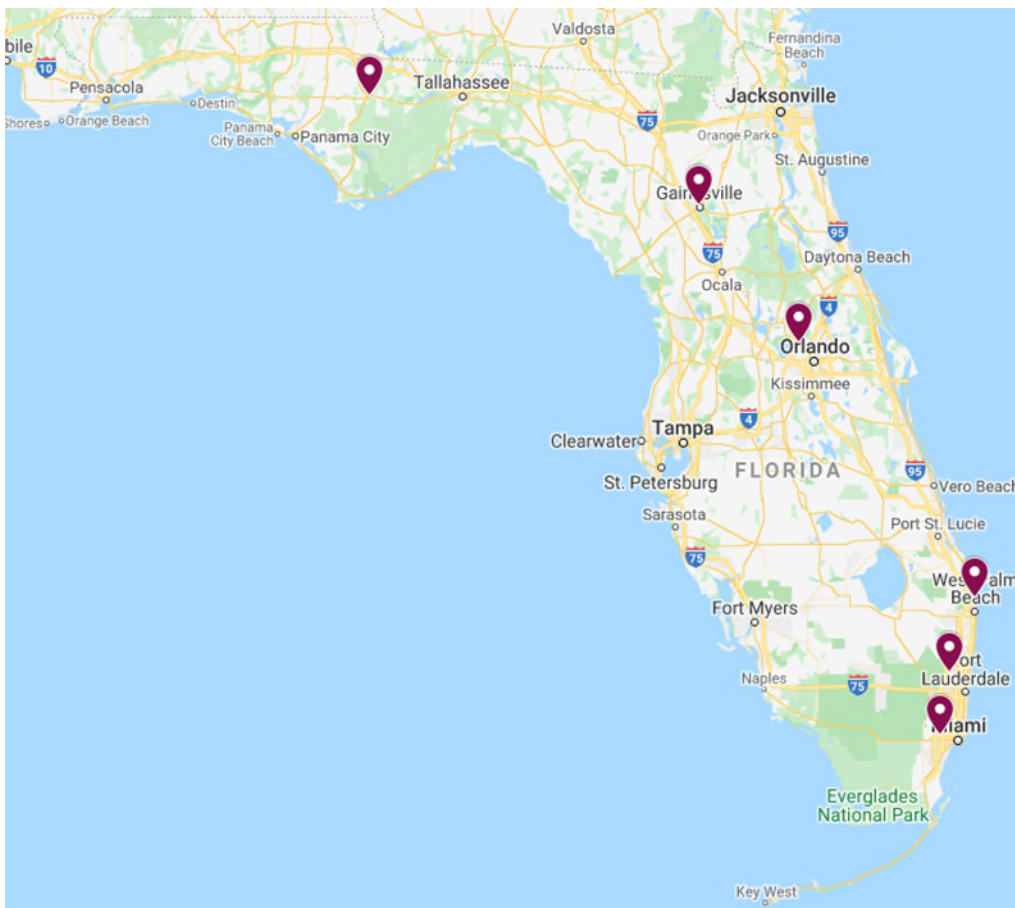
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

## MAP OF DISTRACTED DRIVING PROJECT LOCATIONS

The below map represents locations of subrecipients, focused on project delivery.



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$321,000

**Project Description:** The following local enforcement agencies will receive funding to conduct education programs and high visibility distracted driving enforcement. Educational efforts include presentations at schools, local organizations, and community events. Enforcement activities will be performed by using data-driven approaches that identify high-risk areas with the greatest number of crashes, serious injuries, and fatalities.

**Budget:** \$321,000

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Apopka Distracted Driving Program	DD-2022-00032	\$25,000	\$25,000
Calhoun County Sheriff's Office	Calhoun County Distracted Driving Program	DD-2022-00082	\$50,000	\$50,000
Coral Springs Police Department	Distracted Driving	DD-2022-00257	\$16,000	\$16,000
Gainesville Police Department	City of Gainesville Distracted Driving Program	DD-2022-00292	\$30,000	\$30,000
Miami-Dade Police Department	Miami-Dade Distracted Driving Program	DD-2022-00091	\$150,000	\$150,000
North Palm Beach Police Department	Distracted Driving	DD-2022-00264	\$50,000	\$50,000



**DNT TXT + DRV**



# IMPAIRED DRIVING

## DESCRIPTION OF THE PROBLEM

Impaired driving is involved in a little over one quarter of all motor vehicle fatalities in Florida. Defined as driving under the influence of alcohol and/or legal prescription and over the counter and/or illegal drugs, impaired driving is a complex social issue that involves multiple areas of the criminal justice, health care, and education systems.

The problem is complicated by the growing number of impaired driving incidents that involve legal and illegal drugs, which require a blood or urine test. The frequency of impaired driving crashes is highest between the hours of 8 p.m. and 3 a.m., and on weekends. Males between the ages of 21-54 continue to disproportionately lead in the number of serious injuries and fatalities in Florida.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Achieve immediate gains through implementation of existing best practices and technologies including use of tools such as ignition interlock devices.
- Combine targeted outreach and communication strategies with targeted high visibility enforcement to increase public awareness of the consequences of impaired driving.
- Create safer communities by working with local stores, restaurants, bars, and event venues to promote responsible alcohol service.
- Create safer communities by promoting safer transportation choices that encourage alternatives to driving when impaired.
- Provide law enforcement officers, prosecutors, and the courts training, tools, and resources to detect, reduce, and/or prevent impaired driving.
- Prioritize projects providing a demonstrated reduction in repeat impaired driving including targeted enforcement, effective prosecution, and improved screening, assessment, and treatment of substance abuse. Identify and support legislation and policies to enhance penalties, expand diversion and treatment programs, and improve procedures related to collecting evidence of impairment.

- Promote the analysis, distribution, and use of quality data by improving data collection related to alcohol and drug impairment and closing data gaps through better data integration and processes.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Alcohol- and Drug-Impaired Driving - Deterrence: Enforcement  
Publicized Sobriety Checkpoints (CTW: Chapter 1, Page 24)
- Alcohol- and Drug-Impaired Driving - Deterrence: Enforcement  
High-Visibility Saturation Patrols (CTW: Chapter 1, Page 27)
- Alcohol- and Drug-Impaired Driving - Deterrence: Enforcement  
Breath Test Devices (CTW: Chapter 1, Pages 28)
- Alcohol- and Drug-Impaired Driving - Deterrence: Prosecution and Adjudication  
DWI Courts (CTW: Chapter 1, Page 33)
- Alcohol- and Drug-Impaired Driving - Deterrence: Prosecution and Adjudication  
Sanctions (CTW: Chapter 1, Page 39)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Mass Media Campaigns (CTW: Chapter 1, Page 54)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Responsible Beverage Service (CTW: Chapter 1, Page 56)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Alternative Transportation (CTW: Chapter 1, Page 57)
- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Designated Drivers (CTW: Chapter 1, Page 58)
- Alcohol- and Drug-Impaired Driving - Underage Drinking and Drinking and Driving  
Minimum Legal Drinking Age 21 Laws (CTW: Chapter 1, Page 60)

- Alcohol- and Drug-Impaired Driving - Underage Drinking and Drinking and Driving Zero-Tolerance Law Enforcement (CTW: Chapter 1, Page 62)
- Alcohol- and Drug-Impaired Driving - Underage Drinking and Drinking and Driving Youth Programs (CTW: Chapter 1, Page 68)
- Alcohol- and Drug-Impaired Driving - Drug-Impaired Driving Enforcement of Drug-Impaired Driving (CTW: Chapter 1, Page 71)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.





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<b>Agency:</b>	Mothers Against Drunk Driving (MADD) Florida
<b>Project Name:</b>	Mothers Against Drunk Driving (MADD) Florida Safe and Aware
<b>Project Number:</b>	M5X-2022-00126
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	Mothers Against Drunk Driving (MADD) will receive funding to raise awareness about the dangers of impaired driving and underage drinking and to promote positive social norms of not driving while impaired. MADD's prevention efforts include education for children, teens, and adults as well as campaigns targeting designated drivers, impaired driving, and underage drinking. Education may occur through formal classroom settings, news media, and public service announcements, along with a wide variety of other communication channels such as posters, billboards, and web banners. MADD will use 5 program specialists around the state to reach approximately 45,000 individuals.
<b>Budget:</b>	\$295,000



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**Agency:** The District Board of Trustees of Tallahassee Community College

**Project Name:** Traffic Safety Resource Prosecutor Program (TSRP)

**Project Number:** M5CS-2022-00198

**Funding Source:** 405(d)

**Local Benefit:** N/A

**Project Description:** Tallahassee Community College will receive funding to provide training and technical support to prosecutors and law enforcement on impaired driving issues. A Traffic Safety Resource Prosecutor (TSRP) position will be funded to train prosecutors and law enforcement officers in the areas of DUI investigation and prosecution, case law, trial tactics, and combatting defense challenges. The TSRP Program will also train officers and experienced DUI and felony prosecutors in advanced legal, scientific, and tactical aspects of DUI prosecution. Speakers for the training sessions will come primarily from Florida organizations and include assistant state attorneys, Florida Department of Law Enforcement Alcohol Testing Program and laboratory analyst personnel, toxicologists, law enforcement officers, and traffic crash reconstructionists.

**Budget:** \$465,000



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<b>Agency:</b>	Palm Beach Sheriff's Office
<b>Project Name:</b>	Expanded Scope & Capacity of Toxicology Testing for Impaired Driving Investigations
<b>Project Number:</b>	M5CS-2022-00351
<b>Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Project Description:</b>	<p>The Expanded Scope &amp; Capacity of Toxicology Testing for Impaired Driving Investigations program will train Palm Beach County Sheriff's Office (PBSO) toxicologists with specialized lectures on the research and studies that describe the impairment that cannabis produces on driving as well as the challenges in analytical testing of biological specimens from subject matter experts that have published and presented their research. The toxicologists at PBSO will also offer training for law enforcement and attorneys on toxicology testing and the interpretation of results as they apply to impaired driving, including relevant, timely information on novel benzodiazepines and cannabis. Subgrant funding includes the purchase of a new liquid chromatography tandem mass spectrometry (LC-MSMS) instrumentation for the detection of impairing substances found in blood and urine specimens. Through the purchase of new LC-MSMS instrumentation, PBSO will also expand testing capabilities to include a broader range of compounds that may be involved in impaired driving in Florida. The expanded testing will allow for identification of drug trends and enable the collection of improved statistics for use by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and FDOT. These improved statistics can then be used in further developing and addressing the goals outlined in the SHSP by identifying drug impaired driving areas that may need to be targeted to prevent traffic fatalities and improve roadway safety.</p>
<b>Budget:</b>	<b>\$331,025</b>

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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Drug Recognition Expert (DRE) Call-Out

**Project Number:** M5X-2022-00130

**Funding Source:** 405(d)

**Local Benefit:** N/A

**Project Description:** The University of North Florida, Institute of Police Technology and Management will receive funding for overtime callouts to allow Drug Recognition Experts (DREs) to increase the availability of their expertise when they would otherwise not be on duty. This will mirror successful call-out programs conducted in other states. As the number of drugged driving cases increase, and with recent legislation increasing the availability of medical marijuana, it is imperative that Florida has DREs available to evaluate drivers and assist in the successful prosecution of drugged driving cases.

**Budget:** \$55,000

**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Impaired Driving Media Awareness Survey

**Project Number:** M5X-2022-00072

**Funding Source:** 405(d)

**Local Benefit:** N/A

**Project Description:** The University of North Florida Institute of Police Technology and Management will conduct a DUI media awareness study to help evaluate the effectiveness of Florida's *Drive Sober or Get Pulled Over* media efforts. The data collected will help improve Florida's future DUI media efforts by letting us know things like where the message is being heard and what types of media are most recognized.

**Budget:** \$71,000

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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** Florida Impaired Driving Coalition

**Project Number:** AL-2022-00316

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of South Florida, Center for Urban Transportation Research (CUTR) will receive funding to bring together technical stakeholders and subject matter experts from various disciplines to provide recommendations on critical impaired driving issues. The Coalition will address prevention, enforcement, prosecution, and community awareness of impaired driving in Florida, in addition to the treatment and rehabilitation of impaired drivers.

**Budget:** \$225,000



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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** Florida's Impaired Driving Assessment

**Project Number:** AL-2022-00341

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of South Florida, Center for Urban Transportation Research (CUTR) will assist FDOT in conducting NHTSA assessment planning, preparing briefing materials, scheduling expert panel and participants, arranging travel, conducting the assessment, and providing administrative and technical support for the assessment.

**Budget:** \$60,000



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 405(d)

**Local Benefit:** N/A

**Project Description:** The following enforcement agencies have jurisdiction over communities with high fatalities and serious injuries due to impaired driving and currently rank in the top 25% of the FY 2022 Highway Safety Matrix. They will receive funding to conduct overtime impaired driving enforcement efforts and will utilize DUI and low-manpower checkpoints, and/or saturation and directed patrols to apprehend impaired drivers. All agencies are encouraged to participate in the national *Drive Sober or Get Pulled Over* enforcement waves in addition to enforcement activities during holidays usually associated with excessive drinking such as New Year's Day, NFL Super Bowl, St. Patrick's Day, Cinco de Mayo, Independence Day, Labor Day, Halloween, and the end of the year holiday season.



**Budget:** \$2,010,500

Agency	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Arresting Impaired Motorists	M5HVE-2022-00030	N/A	\$15,000
Baker County Sheriff's Office	Impaired Driving Program	M5HVE-2022-00036	N/A	\$25,000
Bay County Sheriff's Office	Enhanced Impaired Driving Enforcement	M5HVE-2022-00022	N/A	\$30,000
Boynton Beach Police Department	Boynton Beach Impaired Driving Enforcement	M5HVE-2022-00221	N/A	\$41,000
Bradford County Sheriff's Office	Bradford County Impaired Driving Enforcement	M5HVE-2022-00226	N/A	\$50,000
Cape Coral Police Department	Cape Coral Impaired Driving Enforcement and Education	M5HVE-2022-00110	N/A	\$67,000
City of Miami Police Department	Miami Impaired Driving Enforcement Project	M5HVE-2022-00229	N/A	\$90,000

<del>Clewiston Police Department</del>	<del>Impairment Detection and Enforcement Project</del>	<del>M5HVE-2022-00331</del>	<del>N/A</del>	<del>\$10,000</del>
Fort Myers Police Department	Fort Myers Police Department Impaired Driving Enforcement	M5HVE-2022-00259	N/A	\$56,000
Gainesville Police Department	City of Gainesville Safe Gator Program	M5HVE-2022-00293	N/A	\$70,500
Hillsborough County Sheriff's Office	Operation Trident: Outreach, Education, and Enforcement	M5HVE-2022-00027	N/A	\$350,000
Homestead Police Department	Homestead Impaired Driving Safety Program	M5HVE-2022-00216	N/A	\$84,000
Lake City Police Department	Strategic Traffic Enforcement Program for Impaired Driving	M5HVE-2022-00201	N/A	\$30,000
Miami Beach Police Department	Impaired Driving Initiative	M5HVE-2022-00121	N/A	\$80,000
Miami-Dade Police Department	Miami-Dade Impaired Driving	M5HVE-2022-00090	N/A	\$225,000
Ocala Police Department	Impaired Driving Subgrant	M5HVE-2022-00177	N/A	\$12,000
Okeechobee County Sheriff's Office	Enhanced Impaired Driving Enforcement	M5HVE-2022-00246	N/A	\$60,000
Orlando Police Department	Orlando Police Department Impaired Driving Enforcement Team	M5HVE-2022-00041	N/A	\$106,000
Palm Beach County Sheriff's Office	Village of Wellington Impaired Driving Strategy	M5HVE-2022-00301	N/A	\$75,000
Pasco County Sheriff's Office	Impaired Driving Operations	M5HVE-2022-00048	N/A	\$20,000
Pinellas County Sheriff's Office	Driving Under the Influence (DUI) Enhancement Project	M5HVE-2022-00047	N/A	\$50,000
Port Richey Police Department	Impaired Driving Subgrant	M5HVE-2022-00225	N/A	\$19,000
<del>Punta Gorda Police Department</del>	<del>Think Before you Drink Campaign</del>	<del>M5HVE-2022-00131</del>	<del>N/A</del>	<del>\$15,000</del>
Tampa Police Department	Tampa Enhanced Impaired Driving Enforcement Project, "Last Call"	M5HVE-2022-00097	N/A	\$410,000
Wauchula Police Department	Wauchula Police Department Outreach, Education, and Enforcement Impaired Driving Safety Program	M5HVE-2022-00217	N/A	\$20,000

# MOTORCYCLE SAFETY

## DESCRIPTION OF THE PROBLEM

More Floridians ride motorcycles and motor scooters than ever before, with riders coming from every age and demographic group. Florida's sunny weather, beautiful beaches, and scenic highways make it a popular place for motorcycle enthusiasts. Higher gas prices and reduced parking continue to make motorcycles and motor scooters a more attractive transportation choice.

Florida has more than 1.3 million drivers with motorcycle endorsements and approximately 626,000 registered motorcycles. Motorcycles and motor scooters represented about three percent of registered motor vehicles, and less than one percent of traffic on Florida's roadways, yet represented 18 percent of Florida's annual traffic fatalities.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Develop and implement targeted outreach and communication strategies to promote safe riding behaviors, especially among aging riders, young riders, and motor scooter riders, as well as to improve motorists' awareness of how to safely share the road with motorcycles and motor scooters.
- Educate and train beginning and experienced motorcycle riders to maintain adequate riding skills and encourage defensive riding.
- Provide law enforcement officers training, tools, and resources to encourage zero tolerance for aggressive motorcycle and motor scooter activities and riding without an endorsement.
- Advance targeted strategies for emergency responders and healthcare providers on motorcycle and motor scooter crash trauma that include responder training and education on proper helmet removal.
- Promote the collection and linkage of quality crash, injury, licensing, violation, and registration data for analysis to identify high risk locations and behaviors related to motorcycle and motor scooter fatal and serious injury crashes.
- Identify and support legislation and policies that acknowledge the importance of safety gear including helmets, and address penalties for riding without an endorsement as well as behaviors such as speeding and/or careless driving.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Motorcycle Safety - Motorcycle Helmets  
Motorcycle Helmet Use Promotion Programs (CTW: Chapter 5, Page 11)
- Motorcycle Safety - Alcohol Impairment  
Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions (CTW: Chapter 5, Page 13)
- Motorcycle Safety - Alcohol Impairment  
Alcohol-Impaired Motorcyclists: Communications and Outreach (CTW: Chapter 5, Page 16)
- Motorcycle Safety - Motorcycle Rider Licensing and Training  
Motorcycle Rider Licensing and Training (CTW: Chapter 5, Page 18)
- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Conspicuity and Protective Clothing (CTW: Chapter 5, Page 19)
- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Other Driver Awareness of Motorcyclists (CTW: Chapter 5, Page 20)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

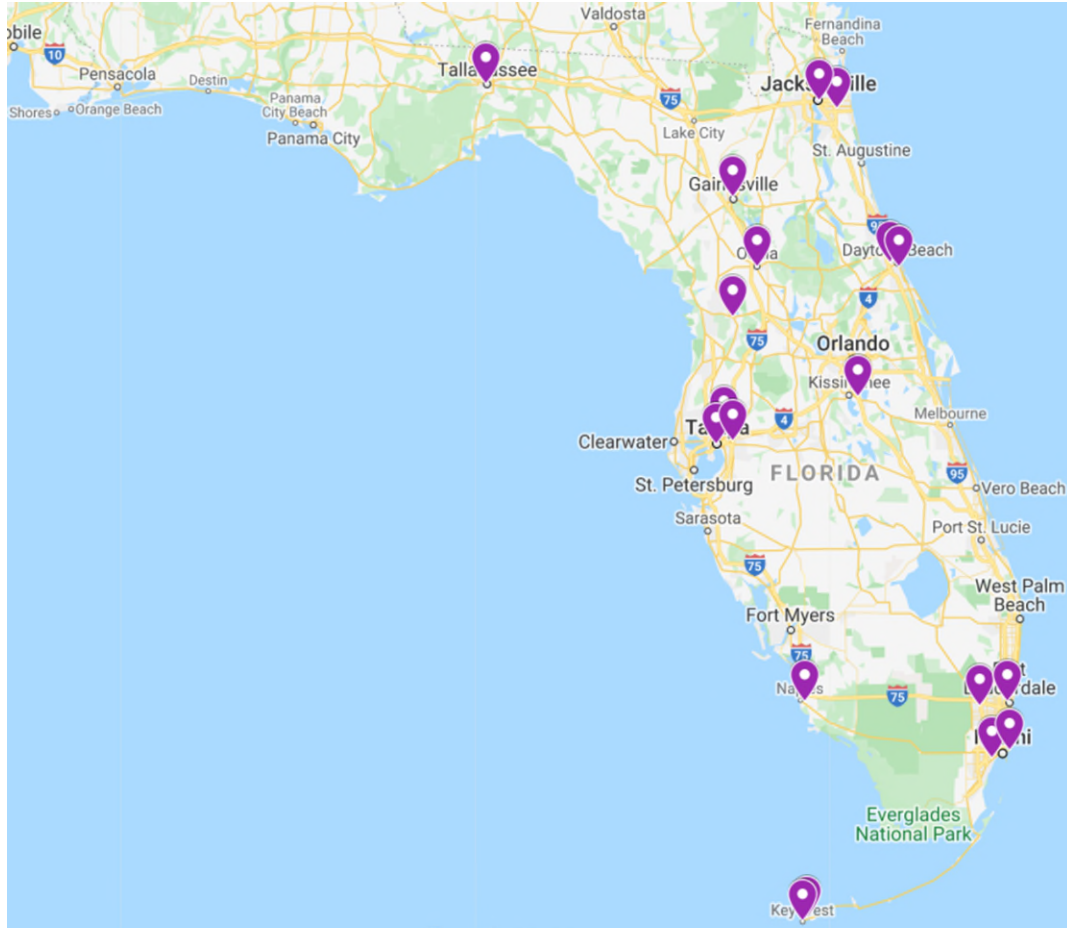
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

# MAP OF MOTORCYCLE SAFETY PROJECT LOCATIONS

The below map represents locations of subrecipients, focused on project delivery.



**Agency:** Florida State University Police Department

**Project Name:** Preventing Street Racing Through Legal Alternatives

**Project Number:** MC-2022-00098

**Funding Source:** 402

**Local Benefit:** \$106,000

**Project Description:** The Florida State University Police Department will continue to use its motorsports team to educate sport bike riders at amateur level sanctioned motorsports events in Florida on the dangers of street racing. Track Day training will also be offered and is intended to increase the technical skills, confidence, and respect in riders who would otherwise be engaging in risky street racing and stunting. This program allows experienced instructors to demonstrate and train on the dangers of exceeding the limitations of sport bikes on roadways and the advantages of moving into a high-performance environment.

**Budget:** \$106,000





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<b>Agency:</b>	University of Miami
<b>Project Name:</b>	Motorcycle Education and Injury Prevention Program in Trauma Centers
<b>Project Number:</b>	MC-2022-00069
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$260,000
<b>Project Description:</b>	The University of Miami will continue the central/south Florida trauma initiative to conduct injury prevention and education programs in at least three Florida trauma centers. These programs will offer safety-related educational programs for multidisciplinary teams of EMS and other pre-hospital personnel, trauma surgeons, emergency medical physicians, consulting physicians, nurses, and ancillary staff who will assist in providing safety information directly to motorcycle crash victims and their families. Injury and prevention education for medical personnel will be concentrated in but not limited to the five counties with the greatest number of motorcycle fatalities: Broward, Hillsborough, Miami-Dade, Orange, and Pinellas. By implementing more effective first responder and emergency center response protocols for motorcycle crash victims, and educating motorcyclists admitted into hospitals involved in crashes on the methods of reducing crash and injury risks on the roadways, this project expects to reduce motorcycle-involved fatalities and serious injuries. The program will also study motorcyclists' alcohol, drug and medication use patterns from crash victims to develop informational material to help reduce recidivism by providing this information to crash victims as a preventative measure.
<b>Budget:</b>	\$260,000



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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Motorcycle Awareness Survey

**Project Number:** MC-2022-00076

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of North Florida will conduct a motorcycle awareness survey to help evaluate the effectiveness of Florida's Motorcycle Safety Media efforts. The data collected will help improve Florida's future motorcycle safety media efforts by letting us know things like where the message is being heard, what types of media are most recognized, and rider attitudes.

**Budget:** **\$71,000**

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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** Florida's Comprehensive Motorcycle Safety Program

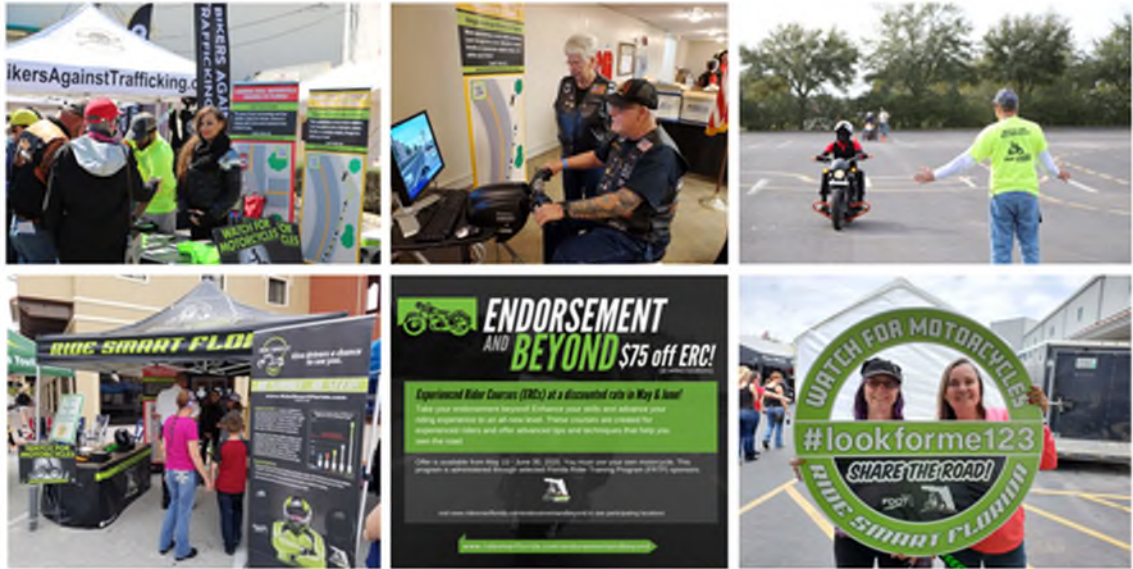
**Project Number:** MC-2022-00311

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of South Florida's Center for Urban Transportation Research (CUTR) will continue to coordinate and implement Florida's Motorcycle Safety Strategic Plan to identify critical issues, establish achievable performance indicators, and evaluate the effectiveness of all motorcycle safety programs comprehensively. CUTR concentrates most of its efforts on the ten counties with the highest number of motorcycle fatalities: Broward, Brevard, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, and Volusia. However, the goal is to support all motorcycle activities across the state. To help reduce crashes, CUTR will continue a pilot project in Hillsborough and Pinellas Counties to improve awareness of the danger of riding impaired, the importance of conspicuity and helmet use, controlled riding, and the promotion of rider endorsement and lifelong learning.

**Budget:** **\$515,000**




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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** Motorcycle Program Evaluation and Data Collection

**Project Number:** MC-2022-00315

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of South Florida’s Center for Urban Transportation Research (CUTR) will continue to conduct behavioral and statistical studies of motorcyclists to determine the effect of funded subgrant projects on reducing motorcycle crashes, injuries, and fatalities. CUTR will also conduct a survey of riders to determine the effectiveness of the comprehensive motorcycle safety program and Florida’s rider training program.

**Budget:** \$130,000

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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** Statewide Implementation of Mentorship Program for Every Rider (MEPER)

**Project Number:** MC-2022-00314

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of South Florida’s Center for Urban Transportation Research (CUTR) will receive grant funding to revise and expand the mentorship program for every rider (MEPER) which encourages safe riding habits and helmet use. CUTR will update its approach to implementing and promoting the MEPER program based on the observed outcomes and challenges experienced in the Demonstration of Voluntary Helmet Use project conducted from 2014-2019 funded by NHTSA. **This year, CUTR will adjust its format to a self-paced learning program for more flexibility. The new format will expand its scope to also target students who have signed up for the Basic Rider Course (BRC), but have not yet attended, thereby taking advantage of the time period where prospective riders are much more eager to learn, and more open to the information being presented.**

**Budget:** \$100,000



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$438,000

**Project Description:** The following agencies will receive funding to conduct the Safe Motorcycle and Rider Techniques (SMART) training program, based on skill sets addressed in the Basic Police Motorcycle Operators Course. The agencies will tailor the course to address the needs of the students they are instructing. The course will be offered to all Florida motorcycle riders free of charge to help improve their riding skills. After completing this program, riders will be better equipped with tools to assist them in avoiding crashes, therefore reducing motorcycle fatalities and serious injuries on the roadways. Along with training, all agencies except for Jacksonville Police Department will also conduct monthly motorcycle enforcement operations targeting unsafe riding behaviors.

**Budget:** \$438,000

Agency	Project Name	Project Number	Local Benefit	Budget
Citrus County Sheriff's Office	Motorcycle Safety and Education	MC-2022-00020	\$30,000	\$30,000
Collier County Sheriff's Office	Citizen Motorcycle Class	MC-2022-00089	\$51,000	\$51,000
Gainesville Police Department	City of Gainesville Motorcycle and Scooter Safety Education Program	MC-2022-00273	\$65,000	\$65,000
Jacksonville Sheriff's Office	Safe Motorcycle and Rider Techniques (SMART)	MC-2022-00012	\$25,000	\$25,000
Osceola County Sheriff's Office	Safe Motorcycle and Rider Techniques	MC-2022-00284	\$73,000	\$73,000
Tampa Police Department	Tampa <del>SMART</del> Safe Motorcycle and Rider Techniques (SMART)	MC-2022-00180	<del>\$194,000</del> \$224,000	<del>\$194,000</del> \$224,000

**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$644,000

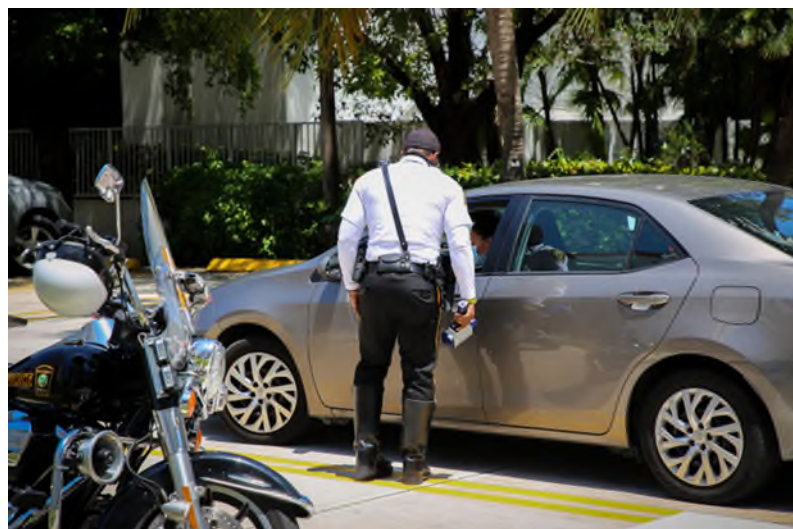
**Project Description:** The following agencies will receive funding to conduct a data-driven educational and high visibility enforcement program targeting unsafe motorcycle and scooter operation as well as unendorsed riders in areas vulnerable to motorcycle and scooter crashes, and currently rank in the top 25% of the FY2021 Highway Safety Matrix. The funds will consist of overtime salaries and benefits. The FDOT State Safety Office will continuously monitor enforcement activities as well as offer technical support to ensure the success of each program and to make sure agencies are complying with federal guidelines that prohibit conducting any checkpoints that target motorcycles for helmet use.

**Budget:** **\$824,000**

Agency	Project Name	Project Number	Local Benefit	Budget
Boynton Beach Police Department	Boynton Beach Motorcycle Safety Initiative	MC-2022-00280	\$40,000	\$40,000
Broward Sheriff's Office	Broward Motorcycle Safety and Enforcement Program	MC-2022-00037	\$125,000	\$125,000
City of Miami Police Department	Motorcycle Safety Initiative Overtime Patrol Project	MC-2022-00237	\$80,000	\$80,000
City of Daytona Beach Police Department	Increasing the Safety of Motorcyclists Through Enforcement and Education	MC-2022-00014	\$55,000	\$55,000
Fort Lauderdale Police Department	Fort Lauderdale Police Motorcycle Safety Campaign	MC-2022-00309	\$30,000	\$30,000
Hillsborough County Sheriff's Office	Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	MC-2022-00025	\$195,000	\$195,000
Key West Police Department	Motorcycle and Scooter Enforcement Project	MC-2022-00042	\$75,000	\$75,000



Miami Beach Police Department	Motorcycle Safety Campaign	MC-2022-00123	\$75,000	\$75,000
Monroe County Sheriff's Office	Motorcycle Safety	MC-2022-00044	\$61,000	\$61,000
Ocala Police Department	Motorcycle Safety Program	MC-2022-00178	\$20,000	\$20,000
South Daytona Police Department	Motorcycle Safety Program	MC-2022-00296	\$18,000	\$18,000
Sunrise Police Department	Motorcycle Safety and Education Initiative	MC-2022-00260	\$50,000	\$50,000





# OCCUPANT PROTECTION AND CHILD PASSENGER SAFETY

## DESCRIPTION OF THE PROBLEM

NHTSA estimates that safety belts saved the lives of 14,955 passenger vehicle occupants age 5 and older in the United States in 2017. An additional 2,549 lives would have been saved in 2017 if all unrestrained passenger vehicle occupants age 5 years and older involved in fatal crashes had worn their safety belts. Safety belts and age-appropriate child safety seats, when used properly, keep vehicle occupants in their seats during a crash and spread the crash forces across the stronger parts of the body, which helps to prevent fatalities and serious injuries. In Florida in 2017, unrestrained occupants represented 41 percent of all fatalities.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Develop and implement outreach and communication strategies focused on the demographics with low safety belt and child restraint use.
- Create safer communities by providing occupant protection and child passenger safety training, materials, resources, and child safety seat check to all areas of the state and at-risk populations.
- Provide law enforcement officers training, tools, and resources to increase compliance with occupant protection and child passenger safety laws and increase seat belt use among officers.
- Combine focused high visibility enforcement with focused outreach and communication strategies to increase public awareness of the consequences of riding unrestrained.
- Identify and support legislation to require all passengers in all seating positions to be properly restrained including occupants of pickup trucks or flatbed vehicles and the correct child restraint seats for the correct amount of time.
- Identify and support legislation or policies that require completion of a mandatory diversion program for first-time offenders of the child restraint law.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Seat Belts and Child Restraints - Seat Belt Use Laws  
State Primary Enforcement Seat Belt Use Laws (CTW: Chapter 2, Page 11)
- Seat Belts and Child Restraints - Seat Belt Law Enforcement  
Short-Term, High-Visibility Seat Belt Law Enforcement (CTW: Chapter 2, Page 17)
- Seat Belts and Child Restraints - Seat Belt Law Enforcement  
Integrated Nighttime Seat Belt Enforcement (CTW: Chapter 2, Page 20)
- Seat Belts and Child Restraints - Seat Belt Law Enforcement  
Sustained Enforcement (CTW: Chapter 2, Page 22)
- Seat Belts and Child Restraints - Communications and Outreach  
Supporting Enforcement (CTW: Chapter 2, Page 23)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Low-Belt-Use Groups (CTW: Chapter 2, Page 24)
- Seat Belts and Child Restraints - Child/Youth occupant Restraint Laws  
Strengthening Child/Youth Occupant Restraint Laws (CTW: Chapter 2, Page 27)
- Seat Belts and Child Restraints - Child Restraint/Booster Seat Law Enforcement  
Short-Term High-Visibility Child Restraint/Booster Law Enforcement (CTW: Chapter 2, Page 29)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Older Children (CTW: Chapter 2, Page 31)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Child Restraint & Booster Seat Use (CTW: Chapter 2, Page 33)
- Seat Belts and Child Restraints - Other Strategies  
Inspection Stations (CTW: Chapter 2, Page 35)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

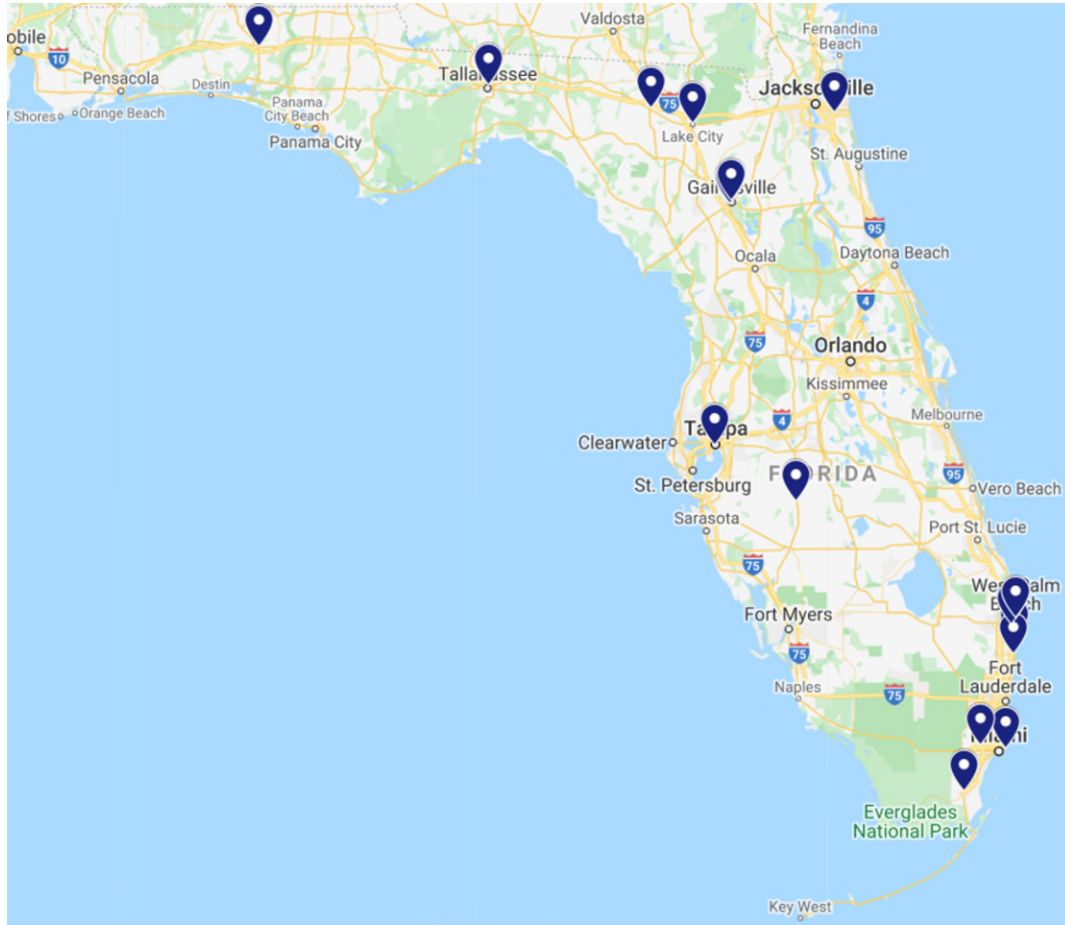
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

# MAP OF OCCUPANT PROTECTION PROJECT LOCATIONS

The below map represents locations of subrecipients, focused on project delivery.



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**Agency:** University of Florida - Institute for Mobility, Activity, and Participation

**Project Name:** Child Passenger Safety Seat Fitting Station Database and Mapping

**Project Number:** ~~M2X~~ M1X-2022-00295

**Funding Source:** 405(b)

**Local Benefit:** N/A

**Project Description:** The University of Florida's Institute for Mobility, Activity, and Participation will house and maintain the Florida Child Passenger Safety (CPS) Seat Fitting Station Database and Mapping System. This project will reduce injuries and fatalities amongst the state's youngest citizens by providing an interactive database for parents and caregivers to locate certified CPS technicians working at child restraint fitting stations across Florida where individuals can get help installing their child's car seat. This program supports the work of the Florida Occupant Protection Coalition and the strategies of Florida's Occupant Protection Strategic Plan.

**Budget:** **\$70,000**

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**Agency:** University of Florida - Transportation Technology Transfer (T2) Center

**Project Name:** Florida's Occupant Protection Coalition

**Project Number:** OP-2022-00281

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of Florida's Florida Transportation Technology Transfer (T2) Center will continue to provide support for the Florida Occupant Protection Coalition and the statewide Occupant Protection Strategic Plan by managing all the related administrative tasks such as preparing and reimbursing travel, planning for meetings, and maintaining and monitoring the strategic plan implementation.

**Budget:** **\$115,000**

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**Agency:** University of Florida - Transportation Technology Transfer (T2) Center

**Project Name:** Occupant Protection Resources

**Project Number:** ~~M2X~~ M1X -2022-00266

**Funding Source:** 405(b)

**Local Benefit:** N/A

**Project Description:** The University of Florida's Transportation Technology Transfer Center will ensure Florida has the needed occupant protection resources. This project's goals are to promote the use of child restraints, to support Florida's Child Passenger Safety technician and instructor infrastructure through scholarships and teaching stipends, and to provide appropriate training to occupant protection professionals and law enforcement officers who deliver programs for parents and caregivers and who enforce occupant protection.

No more than a total of \$86,900 (5% of the FY2021 405(b) allocation) will be spent on the purchase of child safety seats.

**Budget:** \$220,000



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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Statewide Safety Belt and Child Passenger Safety Surveys

**Project Number:** ~~M2X~~ M1X-2022-00070

**Funding Source:** 405(b)

**Local Benefit:** N/A

**Project Description:** The University of North Florida Institute of Police Technology and Management will oversee the comprehensive evaluation of Florida's occupant protection usage rates. A consultant will be hired to conduct a statewide observational safety belt usage survey and a child passenger restraint usage survey. Funds will also be used to conduct statewide awareness and opinion survey about occupant protection. The surveys will be shared with partners across the state to assist with program development and educational opportunities.

**Budget:** \$356,000





**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$932,500

**Project Description:** The following local enforcement agencies have jurisdiction over communities that have high numbers of fatalities and serious injuries due to lack of safety belt use and currently rank in the top 25% of the FY 2022 Highway Safety Matrix. These agencies will receive funding to conduct combined safety belt enforcement and education programs. Efforts include presentations to promote safety belt and child restraint use at schools, local civic organizations, and community events, as well as participation in the 2022 *Click It or Ticket* national campaign and enforcement waves with encouragement of nighttime enforcement. Subgrant funding supports overtime efforts and costs associated with printing and distributing educational materials.

**Budget:** \$1,063,000

Agency	Project Name	Project Number	Local Benefit	Budget
<del>Apopka Police Department</del>	<del>Seat Belts Save Lives</del>	<del>OP-2022-00034</del>	<del>\$10,000</del>	<del>\$10,000</del>
Boynton Beach Police Department	Boynton Beach Occupant Protection and Child Passenger Safety Program	OP-2022-00223	\$35,000	\$35,000
<del>Glewiston Police Department</del>	<del>Occupant Protection Project</del>	<del>OP-2022-00330</del>	<del>\$5,000</del>	<del>\$5,000</del>
DeFuniak Springs Police Department	Occupant Protection and Child Passenger Safety Subgrant	OP-2022-00207	\$15,000	\$15,000
Delray Beach Police Department	Delray Beach Police Occupant Protection and Child Passenger Safety	OP-2022-00209	\$60,000	\$60,000
Gainesville Police Department	City of Gainesville Occupant Protection Program	OP-2022-00329	\$30,000	\$30,000
Homestead Police Department	South Miami Dade County Occupant Protection Program	OP-2022-00267	\$55,000	\$55,000

Lake City Police Department	Strategic Traffic Enforcement Program for Occupant Protection	OP-2022-00101	\$25,000	\$25,000
Live Oak Police Department	Occupant Protection	OP-2022-00176	\$20,000	\$20,000
Miami Beach Police Department	Occupant Protection and Child Passenger Safety	OP-2022-00125	\$75,000	\$75,000
Miami-Dade Police Department	Miami-Dade Occupant Protection and Child Passenger Safety Program	OP-2022-00061	\$200,000	\$200,000
Palm Beach County Sheriff's Office	Palm Beach County Occupant Protection Strategy	OP-2022-00299	\$150,000	\$150,000
Palm Beach Gardens Police Department	Palm Beach Gardens Police Department Occupant Protection Initiative	OP-2022-00269	\$30,000	\$30,000
Tallahassee Police Department	Occupant Protection Enforcement	OP-2022-00015	\$50,000	\$50,000
Tampa Police Department	Sit Tight and Belt Right	OP-2022-00283	\$175,000	\$175,000
Wauchula Police Department	Wauchula Police Department Occupant Protection and Child Safety Program	OP-2022-00250	\$20,000	\$20,000
West Palm Beach Police Department	Occupant Protection	OP-2022-00055	\$108,000	\$108,000



# PAID MEDIA

## DESCRIPTION OF THE PROBLEM

Florida is proposing many new and sustained educational and enforcement projects in this Highway Safety Plan that will contribute toward its overall goal of zero fatalities. Research clearly shows that the cornerstone of any successful traffic safety program is high visibility enforcement supported by an enforcement themed communications campaign. Based on this data, it is imperative to include comprehensive enforcement themed communications to achieve quantifiable reductions in overall traffic related fatalities and serious injuries.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Develop and implement targeted outreach and communications strategies to improve road users' awareness of safety issues, including sharing the road with other users, driver responsibilities when involved in a crash, as well as their understanding of roadside and in-vehicle technologies, best practices, and other safety countermeasures.
- Educate and train beginning and experienced road users to improve driving and riding skills and understand traffic laws.
- Develop and implement clear, consistent, and context-sensitive targeted outreach and communication strategies about pedestrian and bicyclist safety to all roadway users.
- Develop and implement targeted outreach and communication strategies to increase awareness among older adults, families, health care providers, safety professionals, community partners, and the public about the safety, access, and mobility needs of aging road users and the resources available.
- Develop and implement targeted outreach and communication strategies to promote safe riding behaviors, especially among aging riders, young riders, and motor scooter riders, as well as to improve motorists' awareness of how to safely share the road with motorcycles and motor scooters.
- Develop and implement targeted outreach and communication strategies to promote driver education programs and educate teens, parents, caregivers, and other partners about Florida's GDL laws and the resources available.

- Educate teens, parents and caregivers about the safety issues and the traffic laws and regulations related to teen distracted driving.
- Educate teens, parents, and caregivers about the dangers of drowsy and impaired driving, the importance of safety belt use, and driver responsibilities when involved in a crash.
- Combine targeted outreach and communication strategies with targeted high visibility enforcement to increase public awareness of the consequences of impaired driving.
- Develop and implement outreach and communication strategies focused on the demographics with low safety belt and child restraint use.
- Combine focused high visibility enforcement with focused outreach and communication strategies to increase public awareness of the consequences of riding unrestrained.
- Develop and implement community-based outreach and communication strategies to educate beginning and experienced road users about the impact of speeding on crash severity, consequences of driving aggressively, and how to avoid aggressive drivers.
- Develop and implement targeted outreach and communication strategies to increase understanding of the consequences related to distracted driving, riding, and walking.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Alcohol- and Drug-Impaired Driving - Prevention, Intervention, Communications, and Outreach  
Mass Media Campaigns (CTW: Chapter 1, Page 54)
- Seat Belts and Child Restraints - Communications and Outreach  
Supporting Enforcement (CTW: Chapter 2, Page 23)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Older Children (CTW: Chapter 2, Page 31)
- Seat Belts and Child Restraints - Communications and Outreach  
Strategies for Child restraint & Booster Seat Use (CTW: Chapter 2, Page 33)
- Speeding and Speed Management - Communications and Outreach  
Communications and Outreach Supporting Enforcement (CTW: Chapter 3, Page 31)
- Distracted and Drowsy Driving - Communications and Outreach  
Communications and Outreach on Distracted Driving (CTW: Chapter 4, Page 18)

- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Conspicuity and Protective Clothing (CTW: Chapter 5, Page 19)
- Motorcycle Safety - Communications and Outreach  
Communications and Outreach: Other Driver Awareness of Motorcyclists (CTW: Chapter 5, Page 20)
- Pedestrian Safety - Impaired Pedestrians  
Impaired Pedestrians: Communications and Outreach (CTW: Chapter 8, Page 27)
- Bicycle Safety - Driver and Bicyclists  
Share the Road Awareness Programs (CTW: Chapter 9, Page 30)

## RATIONALE FOR SELECTION

NHTSA's current High Visibility Enforcement (HVE) model of promoting seat belt usage and sober driving issues a few times each year has made record gains possible in roadway safety. NHTSA recommends continued involvement in the national campaigns by state and local jurisdictions, in order to maximize the campaigns' reach and effectiveness. In addition, NHTSA advocates the use of a sustained HVE model that focuses on strategic deployment of enforcement and communications resources at targeted times and locations throughout the year based on state problem identification.

Paid media advertising can be a powerful tool when used in conjunction with other known effective countermeasures. Paid media by itself has not shown to have a significant effect on traffic safety related behavior – at least nothing powerful enough to result in crash or injury reductions. However, there are some countermeasures that have been proven to have a bottom-line effect on traffic safety related behaviors in a variety of situations. One example of this is enforcement itself, but these countermeasures can work only when the public is aware of them.

Florida's paid media plan is designed to heighten traffic safety awareness and support enforcement efforts by aggressively marketing state and national traffic safety campaigns. Each media purchase is program-specific, and location and medium are selected based on number of expected impressions, geographic location of high risk, statewide exposure benefits, available funding, and in-kind match. This focused approach to media supports education and enforcement activities around the state. Effective traffic safety media efforts will contribute to the reduction of serious injuries and fatalities throughout Florida.

Florida's media plan supports the following state education and public awareness campaigns:

- ***Alert Today, Alive Tomorrow*** – increases awareness of and compliance with pedestrian and bicycle laws
- ***Drink + Ride = Lose*** – reminds motorcyclists of the risks, as well as physical, legal, and monetary costs associated with riding impaired
- ***Put It Down*** – educates motorists to not drive distracted
- ***Railroad Safety*** – alerts motorists to look for trains at railroad crossings
- ***Ride Smart*** – encourages motorcyclists to not drink and ride, make themselves more visible, always wear a helmet, ride within personal and legal limits, train regularly, and obtain a motorcycle endorsement on their license
- ***Share the Road*** – reminds motorists to look for and share the road with motorcyclists
- ***Stop Speeding Before It Stops You*** – prompts motorists to slow down and not exceed speed limits
- ***Work Zone Safety*** – advises motorists to drive safely in active work zones

National traffic safety high visibility enforcement and public awareness campaigns supported via the media plan include:

- ***Drive Sober or Get Pulled Over*** – increases awareness of and compliance with impaired driving laws and the consequences of failing to do so
- ***Click It or Ticket*** – increases awareness of and compliance with safety belt use laws and the consequences of non-use

## SAFETY IMPACTS

The objective of Florida’s media campaigns is to focus and support statewide enforcement and education efforts to influence and sustain year-round behavioral change while getting higher returns on our investments and greater improvements in traffic safety.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects that will support other educational and high visibility enforcement projects around the state to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida’s goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA’s Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

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**Agency:** Florida Department of Transportation – State Safety Office

**Project Name:** Distracted Driving Media Campaign

**Project Number:** PM-2022-00334

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The FDOT Safety Office will contract with a media vendor to purchase advertisements in Florida media markets to promote a distracted driving campaign. Distracted driving prevention messages will be promoted through mediums such as radio, internet displays and videos, social media, etc.

**Budget:** \$750,000

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**Agency:** Florida Department of Transportation – State Safety Office

**Project Name:** Florida *Click It or Ticket* Media Campaign

**Project Number:** ~~M2PEM~~ M1PEM -2022-00333

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The FDOT Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote the *Click It or Ticket* awareness and enforcement efforts during the NHTSA Memorial Day holiday wave. Safety belt messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.

**Budget:** \$2,000,000





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**Agency:** Florida Department of Transportation – State Safety Office

**Project Name:** Impaired Driving Statewide Media Campaign

**Project Number:** M5PEM-2022-00336

**Funding Source:** 405(d)

**Local Benefit:** N/A

**Project Description:** The FDOT Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote *Drive Sober or Get Pulled Over* awareness and enforcement efforts during the NHTSA crackdowns and waves and common drinking holidays. Impaired driving prevention messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.

**Budget:** \$2,000,000



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**Agency:** Florida Department of Transportation – State Safety Office

**Project Name:** Railroad Crossing Safety Media Campaign

**Project Number:** PM-2022-00335

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The FDOT Safety Office will contract with a media vendor to purchase advertisements in some Florida media markets to promote a railroad crossing safety campaign. Railroad crossing safety messages will be promoted through mediums such as radio, internet displays and videos, social media, outdoor billboards, etc.

**Budget:** \$750,000

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**Agency:** University of North Florida - Center for Urban Transportation Research

**Project Name:** Work Zone Safety Media Campaign

**Project Number:** PM-2022-00108

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of South Florida, Center for Urban Transportation Research (CUTR) will work to create a comprehensive work zone safety campaign that includes ads that can be used in places such as: television, radio, magazine, events, internet, billboards, posters, brochures, tear sheets, social media, etc. The ads will be developed to target Florida citizens and visitors to encourage them to drive safely in work zones.

**Budget:** \$750,000



**Agency:** The District Board of Trustees of Tallahassee Community College

**Project Name:** Impaired Driving Major College Sports Marketing

**Project Number:** M5PEM-2022-00190

**Funding Source:** 405(d)

**Local Benefit:** N/A

**Project Description:** Tallahassee Community College will purchase advertisements with Florida collegiate sports teams and venues to promote *Drive Sober or Get Pulled Over* to collegiate sports fans at the following schools: University of Florida, Florida State University, and University of Miami, along with the annual Florida vs Georgia football game. Impaired driving prevention messages will be conveyed through mediums such as radio and television advertisements on collegiate networks, on parking passes, public service announcements, and signs located in and around venues, and via game day activations. Marketing impaired driving prevention messages through collegiate sports teams and venues enables the FDOT State Safety Office to reach 18-34-year-old males, the demographic most likely to drive impaired.

**Budget:** \$459,000



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**Agency:** The District Board of Trustees of Tallahassee Community College

**Project Name:** Impaired Driving Professional Sports Marketing

**Project Number:** M5PEM-2022-00192

**Funding Source:** 405(d)

**Local Benefit:** N/A

**Project Description:** Tallahassee Community College will purchase advertisements with professional sports teams and venues to promote *Drive Sober or Get Pulled Over* to sports fans. The FY 2021 professional sports marketing plan is estimated to include the following teams and venues: Florida Panthers (NHL), Florida Marlins (MLB), Jacksonville Jaguars (NFL), Miami Dolphins (NFL), Miami Heat (NBA), Orlando Magic (NBA), Tampa Bay Buccaneers (NFL), Tampa Bay Rays (MLB), Tampa Bay Lightning (NHL), Homestead-Miami Speedway (NASCAR), and Daytona Speedway (NASCAR). Impaired driving prevention messages will be conveyed through mediums such as radio and television advertisements, public service announcements, on parking passes and signs located in and around the venues, and via game day activations. Marketing impaired driving prevention messages through professional sports teams and venues enables the FDOT State Safety Office to reach 18-34-year-old males, the demographic most likely to drive impaired.

**Budget:** \$2,000,000



**Agency:** The District Board of Trustees of Tallahassee Community College

**Project Name:** Impaired Driving Sports Media Campaign

**Project Number:** M5PEM-2022-00191

**Funding Source:** 405(d)

**Local Benefit:** N/A

**Project Description:** Tallahassee Community College will purchase advertisements with Florida-based television broadcasters that specialize in covering Florida sporting events. The ads will target sports fans and encourage driving sober.

**Budget:** **\$216,000**

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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Pedestrian and Bicycle Safety Public Education Program – Billboard and Transit Advertising

**Project Number:** FHPE-2022-00117

**Funding Source:** 405(h)

**Local Benefit:** N/A

**Project Description:** The Institute of Police Technology and Management (IPTM) will purchase billboard and transit advertising to increase awareness of traffic laws pertaining to pedestrians and bicyclists. This program will focus on areas with the highest representation of serious and fatal crashes in an effort to improve pedestrian, bicyclist, and motorist behavior and compliance with traffic laws. Advertising locations will be selected by using data that supports the areas with the greatest need for improvement.

**Budget:** ~~\$2,200,000~~ **\$400,000**

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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** Impaired Motorcyclist Media Campaign

**Project Number:** M5PEM-2022-00318

**Funding Source:** 405(d)

**Local Benefit:** N/A

**Project Description:** The University of South Florida, Center for Urban Transportation Research (CUTR) will purchase advertisements in multiple markets to promote the *Drink + Ride = Lose* campaign to reduce fatalities and injuries involving impaired motorcyclists. While this is a statewide campaign, the media buy will be concentrated in counties identified as the top 10 for motorcycle crashes: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pasco, Pinellas, and Volusia Counties.

**Budget:** \$500,000

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**Agency:** Florida Department of Transportation – State Safety Office

**Project Name:** Stop Speeding Safety Campaign

**Project Number:** PM-2022-00339

**Funding Source:** 402

**Local Benefit:** N/A

**Project Description:** The FDOT Safety Office will contract with a media vendor to purchase advertisements in Florida media markets to promote a stop speeding campaign. Educational messages will be promoted through mediums such as radio, internet displays and videos, social media, etc.

**Budget:** \$750,000





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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** Motorcycle Safety Media Campaign

**Project Number:** PM-2022-00319

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of South Florida - Center for Urban Transportation Research (CUTR) will purchase advertisements in multiple media markets to promote the *Ride Smart* concept. The campaign educates motorcyclists to not drink and ride, make themselves more visible, always wear a helmet, ride within personal and legal limits, train regularly, and obtain a motorcycle endorsement on their license. While the campaign's goal is to reach the majority of Florida's motorcyclists, the media buy will be concentrated in counties with a large number of motorcycle registrations and a significant history of crashes including: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pasco, Pinellas, and Volusia Counties.

**Budget:** \$440,000





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**Agency:** University of South Florida - Center for Urban Transportation Research

**Project Name:** *Share the Road* Media Campaign

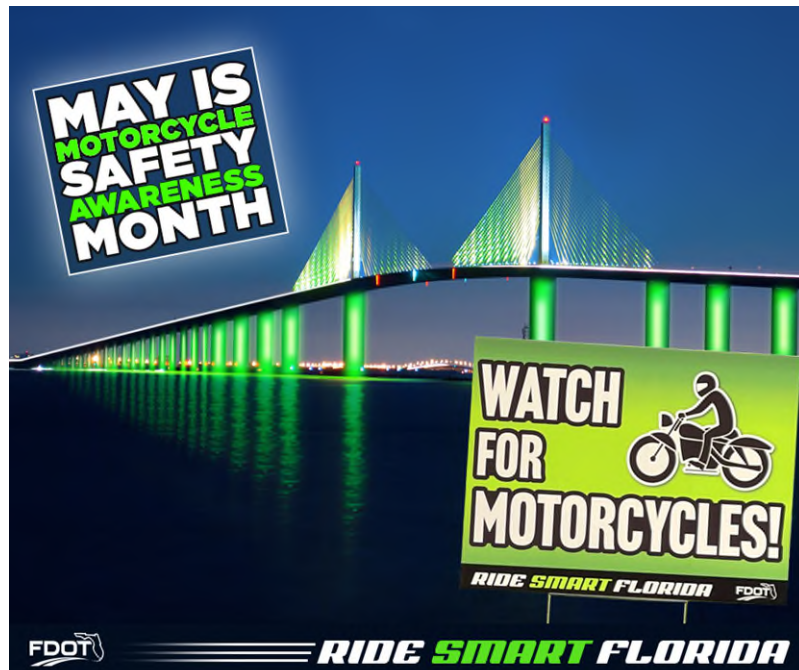
**Project Number:** M11MA-2022-00317

**Funding Source:** 405(f)

**Local Benefit:** N/A

**Project Description:** The University of South Florida Center for Urban Transportation Research (CUTR) will contract with multiple media venues to promote the *Share the Road* campaign to motorists. Media efforts will be concentrated in the top 10 motorcycle crash counties in Florida: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pasco, Polk, and Volusia Counties. Media will also be purchased around motorcycle events that occur in other areas of the state, but most funding will be utilized within the top 10 counties.

**Budget:** \$252,000



# PEDESTRIAN AND BICYCLE SAFETY

## DESCRIPTION OF THE PROBLEM

In Florida, more people are walking and biking than ever before. Whether the trip is to and from work or school, as a source of exercise, or for recreation, it is important that each person arrive at their destination safely. Pedestrians and bicyclists do not have seatbelts or airbags to protect them which leaves them more vulnerable to fatal and serious injuries when they come into conflict with a motor vehicle. There are several key factors involved in these crashes.

Approximately fifty percent of traffic crashes resulting in pedestrian and bicyclist fatalities occur during dark or dusk hours. Another major factor in these crashes is failure to yield the right-of-way on the part of motorists, pedestrians, and bicyclists. Other contributing factors include driver speed, impairment, and distractions. Pedestrians often cross outside of crosswalks or fail to obey the pedestrian signal. Bicyclists sometimes ride against traffic or fail to use proper protective gear when riding. In fact, more than 40 percent of bicyclist fatalities are related to traumatic brain injury involving a cyclist who was not wearing a helmet, or who wore a helmet improperly.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Develop and deploy engineering solutions and best practices to support and encourage safe walking and bicycling such as refuge islands, walkways, pedestrian crossing islands, road diets, separated bike lanes, leading pedestrian intervals, median channelization, marking enhancement, lighting, and innovative signals and beacons.
- Develop and implement clear, consistent, and context sensitive targeted outreach and communication strategies about pedestrian and bicyclist safety to all roadway users.
- Educate and train state and local planners, designers, engineers, and law enforcement staff on the benefits of including pedestrian and bicyclist safety in the planning stages of all relevant transportation projects.
- Include safety issues and compliance with traffic laws and regulations related to pedestrians and bicyclists in all driver training courses to educate beginning and experienced road users about these vulnerable road users.
- Provide law enforcement officers training, tools, and resources to enforce laws that support safety for pedestrians and bicyclists.

- Advance targeted strategies for emergency response to crashes by improving medical response protocols specific to key injuries sustained by pedestrians and bicyclists.
- Promote the collection, analysis, distribution, and use of quality data and tools to guide, enhance, and evaluate transportation-related decision making at the state, regional, and local levels to reduce pedestrian and bicyclist fatalities and serious injuries.
- Develop and test technologies that can improve bicyclist and pedestrian safety.
- Reduce disparities in transportation safety risks by ensuring that all transportation projects provide safety, mobility, and accessibility to all road users, regardless of age or ability.
- Create safer communities with urban and rural built environments that support and encourage safe walking and biking.
- Prioritize projects providing a demonstrated safety benefit and accessibility for people walking and biking through all phases of relevant state and local transportation projects.
- Identify and support state and local legislation and policies that clarify the responsibilities of users and support safe travel behavior.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Pedestrian Safety - Impaired Pedestrians  
Impaired Pedestrians: Communications and Outreach (CTW: Chapter 8, Page 27)
- Pedestrian Safety - All Pedestrians  
Reduce and Enforce Speed Limits (CTW: Chapter 8, Page 31)
- Pedestrian Safety - All Pedestrians  
Conspicuity Enhancement (CTW: Chapter 8, Page 34)
- Pedestrian Safety - All Pedestrians  
Enforcement Strategies (CTW: Chapter 8, Page 35)
- Pedestrian Safety - All Pedestrians  
University Educational Campaign (CTW: Chapter 8, Page 40)
- Bicycle Safety - Children  
Bicycle Safety Education for Children (CTW: Chapter 9, Page 18)

- Bicycle Safety - Adults  
Bicycle Safety Education for Adult Cyclists (CTW: Chapter 9, Page 22)
- Bicycle Safety - All Bicyclists  
Active Lighting and Rider Conspicuity (CTW: Chapter 9, Page 23)
- Bicycle Safety - All Bicyclists  
Promote Bicycle Helmet Use With Education (CTW: Chapter 9, Page 26)
- Bicycle Safety - All Bicyclists  
Enforcement Strategies (CTW: Chapter 9, Page 27)
- Bicycle Safety - All Bicyclists  
Motorist Passing Bicyclist Laws (CTW: Chapter 9, Page 28)
- Bicycle Safety - Drivers and Bicyclists  
Driver Training (CTW: Chapter 9, Page 29)
- Bicycle Safety - Drivers and Bicyclists  
Share the Road Awareness Programs (CTW: Chapter 9, Page 30)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and provide statewide resources to those areas that may not be a local funding priority but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

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**Agency:** University of Florida Transportation Technology Transfer (T2) Center

**Project Name:** Pedestrian and Bicycle Safety Outreach and Support

**Project Number:** PS-2022-00276

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of Florida Transportation Technology Transfer (T2) Center, will identify, obtain, purchase, and deliver pedestrian and bicycle safety materials specific to Florida's at-risk populations, as directed by the State Bicycle/Pedestrian Safety Program Manager. The Center will work to address recommendations outlined in the Pedestrian Safety Program Technical Assessment that was conducted in January 2012, the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that was conducted in the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. that calls on the state to significantly expand programs and materials available for identified at-risk populations, ensuring their cultural sensitivity, appropriateness, usability, and desirability, by using focus groups, developing material specifically for those populations and testing for receptivity and results.

**Budget:** ~~\$42,000~~ \$553,850



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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Florida's Comprehensive Pedestrian and Bicycle Safety Program

**Project Number:** PS-2022-00141

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of North Florida's Institute of Police Technology and Management will coordinate activities of Florida's Pedestrian and Bicycle Safety Coalition and oversee the implementation of Florida's Pedestrian Strategic Safety Plan. Coalition members include a diverse group of partners and stakeholders that are actively involved in the implementation of specific countermeasures based on data driven priorities and best practices. The efforts are based on the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that was conducted in the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. This project is data driven with clear goals to support the reduction of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists on Florida's roadways. Funding under this project provides the Institute of Police Technology and Management personnel and resources to manage Florida's Pedestrian and Bicycle Focused Initiative High Visibility Enforcement (HVE) Program and the contracts awarded to law enforcement agencies in the designated priority counties across Florida. These HVE contracts are paid using Federal Highway's Highway Safety Improvement Plan (HSIP) funding to reimburse overtime for officers to conduct details directed towards reducing traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists.

**Budget:** ~~\$705,000~~ \$587,850





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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program

**Project Number:** PS-2022-00085

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of North Florida Institute of Police Technology and Management will contract with law enforcement agencies to implement High Visibility Enforcement details in the twenty-five counties identified with the highest representation of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists. The efforts are based on the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that was conducted in the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. The project will be data-driven, with clear goals for education-based enforcement operations geared towards overall injury and fatality reduction through increased awareness and compliance with traffic laws. This project identifies specific priorities and is focused on implementing proven countermeasures and best practices.

**Budget:** \$100,000



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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Pedestrian and Bicycle Program Evaluation and Data Collection

**Project Number:** PS-2022-00122

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The Institute of Police Technology and Management (IPTM) will conduct formative, process, outcome, and impact evaluations of the state's Comprehensive Pedestrian/Bicycle program. The formative and process evaluations will be an ongoing evaluation process to determine if revisions need to be made to increase the effectiveness of the program.

**Budget:** **\$330,000**

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**Agency:** Okeechobee County Sheriff's Office

**Project Name:** Enhanced Pedestrian and Bicycle Safety Enforcement

**Project Number:** FHLE-2022-00244

**Funding Source:** 405(h)

**Local Benefit:** N/A

**Project Description:** Okeechobee County Sheriff's Office will receive funding to conduct Pedestrian and Bicycle enforcement and education initiatives consisting of overtime salaries and benefits. The goal of this project is to reduce fatalities and injuries of pedestrians and bicyclists in the county by 5% based on data driven approaches.

**Budget:** **\$20,000**

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<b>Agency:</b>	University of South Florida - Center for Urban Transportation Research
<b>Project Name:</b>	Peer-to-Peer University Bicyclist and Pedestrian Safety Education and Outreach Program
<b>Project Number:</b>	PS-2022-00106
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$56,000
<b>Project Description:</b>	The University of South Florida, Center for Urban Transportation Research (CUTR) will develop an educational program that includes peer to peer educational training and distribute to students at a minimum of four (4) state universities, in identified priority counties, to increase the knowledge of safe behavior when walking and biking and support greater compliance with traffic laws put into place to protect the safety of pedestrians and bicyclists.
<b>Budget:</b>	\$56,000



# PLANNING AND ADMINISTRATION

## DESCRIPTION OF THE PROBLEM

NHTSA requires that each state establish a State Highway Safety Office expressly giving adequate powers and authority to carry out the state's highway safety program in accordance with 23 CFR 1300.4. The FDOT State Safety Office is responsible for Florida's highway safety program implementation which includes requirements for maintaining and executing policies and procedures regarding safety program planning, including data collection and evaluation relating to performance measures and targets, project selection strategies, and project agreement management, including preparation, execution, administration, monitoring, evaluation, financial management, and closeout.

## COUNTERMEASURE STRATEGIES

- Maintain policies and procedures specific to the federally funded highway safety program to address: the planning process, including data collection and evaluation relating to performance measures and targets; project selection strategies; and project agreement management, including preparation, execution, administration, monitoring and evaluation, financial management, and closeout.
- Identify and meet training needs for management and staff to perform assigned functions.
- Implement an annual planning process that is effective and consistent with current policies, procedures, and established timelines.
- Evaluate and monitor each awarded subrecipient based on risk of noncompliance in accordance with 2 CFR § 200.331(b)
- Monitor subrecipient activities in accordance with assigned risk levels to ensure that the subgrant is used for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the subgrant; and that subgrant performance goals are achieved.
- Maintain fiscal control and accounting procedures sufficient to permit preparation of required reports that can trace funds to a level of expenditures that adequately establish that funds are not used in violation of the restrictions and prohibitions of applicable statutes.

- Submit GTS vouchers to NHTSA on a quarterly basis, no later than 15 working days after the end of each quarter.
- Maintain a system to track, manage, and dispose of equipment acquired under a highway safety subgrant in accordance with state laws and procedures.

## RATIONALE FOR SELECTION

Costs for implementing Florida's Highway Safety Program are divided between three subgrants. The FDOT State Safety Office, Highway Traffic Safety Grant Section staff includes a Traffic Safety Administrator, one Operations Coordinator, five Traffic Safety Program Managers, and two Traffic Safety Financial Analysts who are all full-time state employees.

Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area and these costs are identified in the Operation of the Highway Traffic Safety Grant Section project. In addition to the FDOT State Safety Office employees, three contracted full-time traffic safety positions that are awarded to another agency and listed as separate subgrant. All costs related to training and travel for Florida's Highway Safety Program implementation is managed and listed as a separate subgrant.

## SAFETY IMPACTS

Florida's Highway Safety Program is implemented in accordance with both state and federal regulation and includes data driven enforcement, education, training, and outreach projects intended to reduce fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths.

**Agency:** Florida Department of Transportation – State Safety Office

**Project Name:** Operation of the Highway Traffic Safety Grant Section

**Project Number:** PA-2022-00337

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** FDOT will receive reimbursement for 50 percent of salary and benefit costs for up to nine full-time state employees. The staff includes a Traffic Safety Administrator, one Operations Coordinator, five Traffic Safety Program Managers, and two Traffic Safety Financial Analysts. The FDOT State Safety Office – Highway Traffic Safety Grant Section staff is responsible for analyzing, directing, and monitoring highway safety countermeasure activities through traffic safety subgrant programs. The goal of the project is to develop and implement an effective Highway Safety Plan that provides the best formula for investing in making a difference in reaching our target of zero fatalities and serious injuries. Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area.

**Budget:** \$350,000



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**Agency:** Florida Department of Transportation – State Safety Office  
**Project Name:** Highway Safety Travel and Training  
**Project Number:** PA-2022-00338  
**Funding Source:** 402  
**Local Benefit:** \$0  
**Project Description:** FDOT will receive reimbursement for travel expenses for FDOT State Safety Office staff to conduct federally required on-site monitoring of subgrant funded programs and to attend federally required professional development programs or workshops, training, and highway safety-related meetings. Prior approval is required for all out-of-state and conference travel. This project also allows for the reimbursement of travel costs for other traffic safety professionals to promote or address traffic safety issues in Florida. The goal of this project is to enable adequate and required project monitoring, provide training opportunities, and ensure FDOT State Safety Office staff and other traffic safety professionals attend relevant traffic safety meetings, conferences, and workshops.  
**Budget:** \$20,000

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**Agency:** The District Board of Trustees of Tallahassee Community College  
**Project Name:** Traffic Safety Support  
**Project Number:** PA-2022-00196  
**Funding Source:** 402  
**Local Benefit:** \$0  
**Project Description:** Tallahassee Community College will support up to three Traffic Safety Program Managers and one Traffic Safety Fiscal Assistant position that will work in the FDOT State Safety Office to help supplement the state staff. The positions will be responsible for analyzing, directing, and monitoring highway safety countermeasure activities through traffic safety subgrant programs, communications management, and document management for invoice processing. Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area.  
**Budget:** ~~\$200,000~~ \$320,000



# POLICE TRAFFIC SERVICES - LEL

## DESCRIPTION OF THE PROBLEM

Florida, along with NHTSA, sees active involvement of law enforcement as a key element in the creation of safer highways. In NHTSA's Countermeasures That Work guide, high visibility enforcement and other traffic enforcement strategies are listed as evidence-based countermeasures in all nine of the highway safety program areas: Alcohol- and Drug-Impaired Driving, Seat Belts and Child Restraints, Speeding and Speed Management, Distracted and Drowsy Driving, Motorcycle Safety, Young Drivers, Older Drivers, Pedestrian Safety, Bicycle Safety.

In order to have the greatest impact on traffic safety, the entire system must work together, and a very important part of the system is law enforcement. Together, FHP, sheriffs' offices, police departments, and state agencies conduct focused and high visibility operations, creating the voluntary compliance that is necessary for safer roadways. However, traffic safety is just one of many priorities that local law enforcement agencies must address.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Educate and train current and new safety professionals including planning, engineering, law enforcement, emergency response, elected officials, and other personnel, on best practices as well as new and innovative countermeasures.
- Provide law enforcement officers training, tools, and resources concerning new or recent laws and regulations; new programs, equipment, and technologies; and best practices.
- Conduct focused enforcement and education activities in high-crash locations involving high-risk driving behaviors to increase compliance.
- Implement proven and innovative strategies for enforcement and traffic operations personnel to clear vehicles and manage and restore traffic flow at the scene of a crash with emphasis on avoiding secondary crashes.
- Promote the collection, analysis, distribution, and use of quality and timely crash data so state, regional, and local stakeholders can make appropriate and timely decisions on reducing and responding to crashes.

- Enhance the expertise and skills of transportation, enforcement, emergency response, and other agency safety staff regarding challenges and countermeasures, particularly new technologies and data.
- Conduct focused enforcement activities by using data to identify high-crash intersections, including key times and days for each intersection.
- Provide law enforcement officers training, tools, and resources to enforce laws that support safety for pedestrians and bicyclists.
- Provide law enforcement officers and front-line licensing personnel training, tools, and resources to recognize, assess, and report at-risk aging drivers.
- Provide law enforcement officers training, tools, and resources to encourage zero tolerance for aggressive motorcycle and motor scooters activities and riding without an endorsement.
- Provide law enforcement officers training, tools, and resources on Florida's GDL and distracted driving laws, and high-risk behaviors associated with teen drivers.
- Provide law enforcement officers, prosecutors, and the courts training, tools, and resources to detect, reduce, and/or prevent impaired driving.
- Provide law enforcement officers training, tools, and resources to increase compliance with occupant protection and child passenger safety laws and increase seat belt use among officers.
- Combine focused high visibility enforcement with focused outreach and communication strategies to increase public awareness of the consequences of riding unrestrained.
- Conduct focused enforcement activities of speeding and aggressive driving laws at high-risk locations.
- Provide law enforcement officers training, tools, and resources to detect and cite distracted road users, collect data, provide education in their community, and model good driving behavior.
- Conduct focused enforcement activities for distracted driving, riding, or walking using the most appropriate enforcement strategy.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- While the NHTSA Countermeasures that Work does not explicitly address Law Enforcement Liaison (LEL) Programs, NHTSA's Enforcement and Justice Services work to reduce deaths and injuries by providing education, guidance, and toolkits for improving driver behavior and attitude. The Florida LEL Program mirrors the NHTSA model by providing a dedicated outlet for advice, resources, and educational opportunities to Florida's over 300 law enforcement agencies. In addition, the Florida LEL program seeks to acknowledge the professional behaviors and attitudes of our traffic safety professionals and strives to maintain enforcement efforts by acknowledging outstanding enforcement efforts in a social climate that can be challenging for law enforcement.

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Florida Law Enforcement Liaison (LEL) program to keep highway safety a priority for Florida's law enforcement agencies, and to continue the active and enthusiastic involvement of those law enforcement agencies. The LEL program puts additional focus on cities and counties ranked within the top 25% of each population area within the Highway Safety Matrix.

## SAFETY IMPACTS

The challenges in Florida related to traffic safety enforcement are not unique. Problem areas span communication, training, coordination, and participation.

The goal of the LEL program is to reduce traffic-related fatalities and serious injuries by working with law enforcement agencies across the state to increase safety belt use, reduce impaired driving, and encourage the implementation of other traffic safety initiatives.

The LEL program also partners with law enforcement agencies to promote and increase participation in the NHTSA national enforcement waves and the annual Florida Law Enforcement Liaison Traffic Safety Challenge to increase awareness and participation in traffic safety-related efforts.

In order to keep highway safety a priority and continue the active, enthusiastic involvement of law enforcement, a system is needed that will facilitate ongoing communication, encourage participation, foster interagency coordination, and promote the goals and priorities of the FDOT State Safety Office and NHTSA.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Florida Law Enforcement Liaison Program

**Project Number:** PT-2022-00065

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of North Florida, Institute of Police Technology and Management (IPTM) will receive funding to support the Law Enforcement Liaison (LEL) Program, which promotes statewide highway traffic safety initiatives promoted by the FDOT State Safety Office. The LEL Program, through its Law Enforcement Liaisons, will partner with law enforcement agencies to promote and increase participation in the 3 NHTSA traffic safety national enforcement waves and the annual Florida Law Enforcement Liaison Traffic Safety Challenge to increase awareness and participation in traffic safety-related efforts. Funding will reimburse salaries and benefits of personnel assigned to the LEL program, their travel, vehicles and maintenance, storage, and office supplies. The program has set a goal of maintaining a minimum of 85 percent participation by Florida law enforcement agencies reporting on highway traffic safety initiatives. The LEL initiative will support the goal of encouraging statewide enforcement of traffic safety laws to reduce traffic fatalities.

**Budget:** \$975,000

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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Florida Law Enforcement Liaison Impaired Driving Awareness Program

**Project Number:** M5X-2022-00079

**Funding Source:** 405(d)

**Local Benefit:** N/A

**Project Description:** This is a statewide public awareness project designed to maximize the exposure of Florida’s efforts to reduce injuries and fatalities resulting from impaired driving. Combining the *Drive Sober or Get Pulled Over* message with proactive enforcement activities will help reduce fatalities and serious injuries on Florida’s roadways. Funds will be used to purchase printed educational materials, such as banners, yard signs, and tip cards, to be provided to law enforcement agencies that take a multi-faceted approach to addressing impaired driving in their respective communities and participate in the two NHTSA national enforcement waves.

**Budget:** \$75,000

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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Florida Law Enforcement Liaison Occupant Protection Awareness Program

**Project Number:** OP-2022-00080

**Funding Source:** 402

**Local Benefit:** \$75,000

**Project Description:** This is a statewide public awareness project designed to maximize the exposure of Florida’s efforts to reduce injuries and fatalities resulting from lack of safety belt usage. Combining the *Click it or Ticket* message with proactive enforcement activities will help reduce fatalities and serious injuries on Florida’s roadways. Funds will be used to purchase printed educational materials, such as banners, yard signs, and tip cards, to be provided to law enforcement agencies that take a multi-faceted approach to addressing safety belt use in their respective communities and participate in the yearly NHTSA national enforcement wave.

**Budget:** \$75,000

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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event

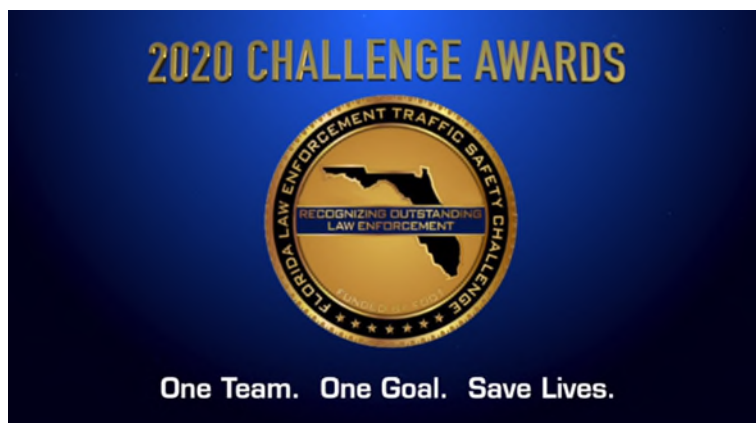
**Project Number:** PT-2022-00078

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The Florida Law Enforcement Liaison Traffic Safety Challenge recognizes the best overall traffic safety programs in Florida. The areas of concentration include efforts to enforce traffic safety laws and educate the public about distracted and impaired driving, motorcycle safety, occupant protection and child passenger safety, pedestrian and bicycle safety, speed/aggressive driving, and other traffic safety issues that impact the safety of Florida's roadway users. Law enforcement agencies submit an application that documents their agency's efforts and effectiveness in these areas, along with their participation in the 3 NHTSA national enforcement waves. Funds will be used to purchase recognition items in the form of coins and plaques to recognize outstanding traffic enforcement agencies and officers along with hosting a training and formal awards ceremony to present the recognition. This challenge supports the goal of encouraging increased statewide enforcement of traffic safety laws to reduce traffic crashes, serious injuries, and fatalities.

**Budget:** \$150,000





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**Agency:** University of North Florida - Institute of Police Technology and Management

**Project Name:** Region IV and Law Enforcement Liaison Conference

**Project Number:** PT-2022-00081

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** The University of North Florida, Institute of Police Technology and Management (IPTM) will receive funding to plan, coordinate, and host the 2021 NHTSA Region 4 LEL conference in Destin, Florida. The conference will be three days of education and information sharing involving State Highway Safety Office personnel, LELs, Traffic Safety Resource Prosecutors, and law enforcement officials from the five-state NHTSA Region of Alabama, Florida, Georgia, South Carolina, and Tennessee. The goal of the conference is for the traffic safety partners to share best practices and build better, more effective programs in their own states to help drive down fatalities on our roadways.

**Budget:** \$45,000



# PUBLIC TRAFFIC SAFETY PROFESSIONALS TRAINING

## DESCRIPTION OF THE PROBLEM

Law enforcement is a critical partner in the pursuit of highway safety. Police officers, sheriff deputies, state law enforcement officers, and other traffic safety partners must be able to accurately investigate traffic crashes, assist safety stakeholders in identifying dangerous driving behaviors and conditions, proactively enforce traffic laws to reduce crashes, and effectively support traffic safety law adjudication. This program area provides selected traffic safety training opportunities to traffic safety professionals based upon needs identified throughout the state.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Educate and train current and new safety professionals including planning, engineering, law enforcement, emergency response, elected officials, and other personnel, on best practices as well as new and innovative countermeasures.
- Provide law enforcement officers training, tools, and resources concerning new or recent laws and regulations; new programs, equipment, and technologies; and best practices.
- Enhance the expertise and skills of transportation, enforcement, emergency response, and other agency safety staff regarding challenges and countermeasures, particularly new technologies and data.
- Educate and train state and local planners, designers, engineers, and law enforcement staff on the benefits of including pedestrian and bicyclist safety in the planning stages of all relevant transportation projects.
- Provide law enforcement officers training, tools, and resources to enforce laws that support safety for pedestrians and bicyclists.
- Provide law enforcement officers and front line licensing personnel training, tools, and resources to recognize, assess, and report at-risk aging drivers.
- Provide law enforcement officers training, tools, and resources to encourage zero tolerance for aggressive motorcycle and motor scooters activities and riding without an endorsement.

- Advance targeted strategies for emergency responders and healthcare providers on motorcycle and motor scooter crash trauma that include responder training and education on proper helmet removal.
- Educate and train first responders in coordination protocols and proper response to large scale, multi-vehicle crashes.
- Provide law enforcement officers training, tools, and resources on Florida's GDL and distracted driving laws, and high-risk behaviors associated with teen drivers.
- Provide law enforcement officers, prosecutors, and the courts training, tools, and resources to detect, reduce, and/or prevent impaired driving.
- Provide law enforcement officers training, tools, and resources to increase compliance with occupant protection and child passenger safety laws and increase seat belt use among officers.
- Provide law enforcement officers training, tools, and resources to detect and cite distracted road users, collect data, provide education in their community, and model good driving behavior.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- While NHTSA Countermeasures that Work do not specifically identify Public Traffic Safety Professionals Training, U.S. DOT and NHTSA reinforce the importance of training for traffic safety professionals in their contracts with the Transportation Safety Institute and created Pedestrian Safety for Law Enforcement courses. Using these examples as supported and proven methods for improving traffic safety, the FDOT State Safety Office provides subgrants to ensure excellence in the education of impaired driving enforcement and prosecution, pedestrian and bicycle laws, traffic crash investigation and documentation, homicide investigation, motor unit instruction, and speed measurement, to Florida traffic safety professionals.

## RATIONALE FOR SELECTION

To address these training needs, the FDOT State Safety Office provides funding for the instruction of traffic safety professionals in traffic crash investigation, traffic enforcement, and traffic safety law adjudication practices. Through this training, professionals are equipped with techniques, theories, and technology that can address deficiencies, expand ongoing activities, and develop new programs specific to each jurisdiction.

## SAFETY IMPACTS

The enforcement of laws governing traffic safety and the complete adjudication of the penalties for those laws, are proven behavioral deterrents which contribute to overall reduction of traffic safety fatalities and injuries. Providing current and appropriate training for Florida's traffic safety professionals helps to ensure Florida's traffic safety laws are enforced and penalties are adjudicated with optimal efficacy.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

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**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** (see below)

**Local Benefit:** \$961,000

**Project Description:** Funding will be provided to training institutions and state agencies for comprehensive traffic safety and traffic enforcement-related classes for professionals employed by Florida traffic safety-related institutions. These include, but are not limited to, law enforcement agencies, law enforcement academy instructors, civilian crash investigators, expert witnesses employed by law enforcement agencies, Alcohol Testing Program staff with the Florida Department of Law Enforcement, investigators and prosecutors from the Florida State Attorney's offices, Medical Examiner's office employees, and staff working for the Bureau of Administrative Reviews.

**Budget:** \$2,798,500

Agency	Project Name	Project Number	Funding Source	Local Benefit	Budget
Florida Department of Highway Safety and Motor Vehicles	Legal Training for Driving Under the Influence (DUI) Administrative Hearings	M5TR-2022-00039	405(d)	N/A	\$35,500
Florida Department of Law Enforcement	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	M5CS-2022-00011	405(d)	N/A	\$50,000
The District Board of Trustees of Tallahassee Community College	Advanced Traffic Homicide Investigation Training	PT-2022-00193	402	\$70,000	\$70,000
The District Board of Trustees of Tallahassee Community College	Basic Traffic Homicide Investigation Training	PT-2022-00194	402	\$75,000	\$75,000

The District Board of Trustees of Tallahassee Community College	Crash Scene Mapping with Speed Lasers Training	PT-2022-00195	402	\$35,000	\$35,000
The District Board of Trustees of Tallahassee Community College	Speed Measurement Instructor Training	PT-2022-00029	402	\$30,000	\$30,000
The District Board of Trustees of Tallahassee Community College	Speed Measurement Training	PT-2022-00058	402	\$45,000	\$45,000
The District Board of Trustees of Tallahassee Community College	Traffic Crash Reconstruction Training	PT-2022-00187	402	\$65,000	\$65,000
University of North Florida - Institute of Police Technology and Management	Advanced Marijuana Impaired Driving Detection for Law Enforcement	M5TR-2022-00156	405(d)	N/A	\$45,000
University of North Florida - Institute of Police Technology and Management	Advanced Roadside Impaired Driving Enforcement (ARIDE)	M5TR-2022-00132	405(d)	N/A	\$150,000
University of North Florida - Institute of Police Technology and Management	Crash Data Retrieval (CDR) Tool Technician	PT-2022-00145	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management	Digital Photography for Traffic Crash Investigators	PT-2022-00149	402	\$35,000	\$35,000
University of North Florida - Institute of Police Technology and Management	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	M5TR-2022-00158	405(d)	N/A	\$225,000
University of North Florida - Institute of Police Technology and Management	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development	M5TR-2022-00144	405(d)	N/A	\$35,000
University of North Florida - Institute of Police Technology and Management	Drug Evaluation and Classification Program	M5TR-2022-00159	405(d)	N/A	\$652,000
University of North Florida - Institute of Police Technology and Management	Drug Recognition Expert (DRE) Preparatory Class	M5TR-2022-00162	405(d)	N/A	\$25,000

University of North Florida - Institute of Police Technology and Management	DUI: Roadside to Courtroom	M5TR-2022-00172	405(d)	N/A	\$70,000
University of North Florida - Institute of Police Technology and Management	Energy Methods and Damage Analysis in Traffic Crash Reconstruction	PT-2022-00150	402	\$36,000	\$36,000
University of North Florida - Institute of Police Technology and Management	Event Data Recorder Use in Traffic Crash Reconstruction – Level I	PT-2022-00151	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management	Event Data Recorder Use in Traffic Crash Reconstruction – Level II	PT-2022-00152	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management	Forensic Evidence from Crash Fatalities	PT-2022-00153	402	\$25,000	\$25,000
University of North Florida - Institute of Police Technology and Management	Human Factors in Traffic Crash Reconstruction	PT-2022-00160	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management	Investigation of Motorcycle Crashes – Level I	PT-2022-00161	402	\$80,000	\$80,000
University of North Florida - Institute of Police Technology and Management	Investigation of Motorcycle Crashes – Level II	PT-2022-00163	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	M5TR-2022-00154	405(d)	N/A	\$75,000
University of North Florida - Institute of Police Technology and Management	Medical Foundations of Visual Systems Testing	M5TR-2022-00155	405(d)	N/A	\$45,000
University of North Florida - Institute of Police Technology and Management	Occupant Kinematics for the Traffic Crash Reconstructionist	PT-2022-00164	402	\$30,000	\$30,000
University of North Florida - Institute of Police Technology and Management	Pedestrian/Bicycle Crash Investigation – Level I	PT-2022-00165	402	\$80,000	\$80,000
University of North Florida - Institute of Police Technology and Management	Pedestrian/Bicycle Crash Investigation – Level II	PT-2022-00166	402	\$40,000	\$40,000



University of North Florida - Institute of Police Technology and Management	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	FHTR-2022-00114	405(h)	N/A	\$400,000
University of North Florida - Institute of Police Technology and Management	Police Motorcycle Instructor	PT-2022-00167	402	\$75,000	\$75,000
University of North Florida - Institute of Police Technology and Management	Sobriety Checkpoint Operations	M5TR-2022-00157	405(d)	N/A	\$30,000
University of North Florida - Institute of Police Technology and Management	Traffic Crash Reconstruction- Level II	PT-2022-00169	402	\$40,000	\$40,000



# SPEEDING AND AGGRESSIVE DRIVING

## DESCRIPTION OF THE PROBLEM

The chances of dying in a crash doubles for every 10 miles per hour (mph) a car travels above 50 mph. Speeding reduces the time a driver has to react to a dangerous situation and increases the impact energy and risk of death in the event of a crash.

According to the National Safety Council, if a car is traveling at 30 mph and accelerates to 60 mph, the amount of energy upon impact is four times greater. That impact ripples across the three types of collisions that are part of a crash: the vehicle collision when the car hits another car or object, the human collision when the people in the car hit the interior of the vehicle or another occupant, and the internal collision when organs in the body collide with the body's skeleton or other organs.

A crash is considered to be speed-related when a driver is driving too fast for conditions or exceeding the posted speed limit. Speeding is part of the overall problem of aggressive driving, which can also involve following too closely, refusing to yield the right-of-way, running red lights, weaving in and out of traffic, and passing improperly. In addition to the effects on reaction time and impact, speeding reduces a driver's ability to steer safely around other vehicles, curves, or objects in the roadway, extends the distance necessary to stop a vehicle, and increases the distance a vehicle travels before a hazard is noticed. While quieter, better designed cars and smoother and wider roadways can contribute to the speed problem, driver attitudes and cultural norms are ultimately the major factor in decisions to speed.

To combat this, local law enforcement must conduct sustained highly visible enforcement of speed limits and educate their communities about the safety implications of excessive speed and aggressive driving.

To aid local enforcement agencies in these efforts, Florida's speed/aggressive driving projects provide agencies with resources for overtime enforcement. Enforcement may include the use of Radar, VASCAR, LiDAR, and other speed enforcement methods.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Provide law enforcement officers training, tools, and resources concerning new or recent laws and regulations; new programs, equipment, and technologies; and best practices.
- Conduct focused enforcement and education activities in high-crash locations involving high-risk driving behaviors to increase compliance.
- Develop and implement community-based outreach and communication strategies to educate beginning and experienced road users about the impact of speeding on crash severity, consequences of driving aggressively, and how to avoid aggressive drivers.
- Conduct focused enforcement activities of speeding and aggressive driving laws at high risk locations.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Speed and Speed Management - Enforcement  
High Visibility Enforcement (CTW: Chapter 3, Page 27)
- Speed and Speed Management - Enforcement  
Other Enforcement Methods (CTW: Chapter 3, Page 28)
- Speeding and Speed Management - Communications and Outreach  
Communications and Outreach Supporting Enforcement (CTW: Chapter 3, Page 31)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix **or areas on Florida's interstates that have been identified as having speed and aggressive driving issues.** Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

# MAP OF SPEEDING AND AGGRESSIVE DRIVING PROJECT LOCATIONS

The below map represents locations of subrecipients, focused on project delivery.



**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$2,669,500

**Project Description:** The following enforcement agencies work in communities that have high numbers of fatalities and serious injuries due to reported speed/aggressive driving and currently rank in the top 25% of the FY 2022 Highway Safety Matrix **or areas on Florida's interstates that have been identified as having speed and aggressive driving issues.** They will receive funding to conduct speed and aggressive driving countermeasures that include overtime salaries, benefits, and limited equipment necessary for successful enforcement. The goal of each project is to reduce fatalities and injuries resulting from speeding and aggressive driving by using data-driven approaches.

**Budget:** \$2,669,500

Agency	Project Name	Project Number	Local Benefit	Budget
Alachua County Sheriff's Office	Alachua County Sheriff's Office Interstate Project	SC-2022-00349	\$65,000	\$65,000
Apopka Police Department	Heavy Enforcement of Aggressive Traffic	SC-2022-00031	\$49,000	\$49,000
Bay County Sheriff's Office	Speed and Aggressive Driving Subgrant	SC-2022-00021	\$50,000	\$50,000
Boynton Beach Police Department	Boynton Beach Speed and Aggressive Driving	SC-2022-00222	\$50,000	\$50,000
<del>Bradenton Police Department</del>	<del>Lets Not Meet By Speed</del>	<del>SC-2022-00291</del>	<del>\$35,000</del>	<del>\$35,000</del>
Brevard County Sheriff's Office	Brevard County Sheriff's Office Interstate Speed Project	SC-2022-00352	\$73,000	\$73,000
Broward Sheriff's Office	Broward Aggressive Driving and Speeding Enforcement (BASE) Program	SC-2022-00038	\$200,000	\$200,000
Cape Coral Police Department	Cape Coral Speed and Aggressive Driving Enforcement	SC-2022-00008	\$86,500	\$86,500
Charlotte County Sheriff's Office	Charlotte County Sheriff's Office Interstate Speed Project	SC-2022-00344	\$100,000	\$100,000
Citrus County Sheriff's Office	Just Drive Citrus	SC-2022-00019	\$120,000	\$120,000

City of Daytona Beach Police Department	Obey the Sign or Pay the Fine- Addressing Speed and Aggressive Driving	SC-2022-00017	\$50,000	\$50,000
City of Miami Police Department	Speed and Aggressive Driving Enforcement Saturation Patrol Project	SC-2022-00236	\$270,000	\$270,000
Collier County Sheriff's Office	Collier County SO Interstate Speed Project	SC-2022-00343	\$100,000	\$100,000
Delray Beach Police Department	Delray Beach Police Speed and Aggressive Driving Enforcement Program	SC-2022-00188	\$50,000	\$50,000
DeSoto County Sherriff's Office	Speed and Aggressive Driving Subgrant	SC-2022-00308	\$37,000	\$37,000
Florida Department of Agriculture and Consumer Services	FDACS Agricultural Law Enforcement Interstate Speed Enforcement Project	SC-2022-00348	\$85,000	\$85,000
Hillsborough County Sheriff's Office	Speed: Know Your Limits	SC-2022-00028	\$125,000	\$125,000
Holly Hill Police Department	Speed and Aggressive Driving	SC-2022-00040	\$40,000	\$40,000
Hollywood Police Department	Speed and Aggressive Driving Enforcement	SC-2022-00279	\$60,000	\$60,000
Lake City Police Department	Strategic Traffic Enforcement Program for Speed and Aggressive Driving	SC-2022-00189	\$40,000	\$40,000
Lauderhill Police Department	Addressing Aggressive Driving Through Community Engagement and Enforcement	SC-2022-00247	\$104,000	\$104,000
Live Oak Police Department	Speed and Aggressive Driving	SC-2022-00111	\$20,000	\$20,000
Madison County Sheriff's Office	Madison County Sheriff's Office Interstate Speed Project	SC-2022-00354	\$45,000	\$45,000
Marion County Sheriff's Office	Marion County Sheriff's Office Interstate Speed Project	SC-2022-00355	\$55,000	\$55,000
Miami Beach Police Department	Speed and Aggressive Driving Initiative	SC-2022-00124	\$75,000	\$75,000
Monroe County Sheriff's Office-City of Marathon	Speed and Aggressive Driving	SC-2022-00043	\$100,000	\$100,000
North Port Police Department	North Port PD Interstate Speed Project	SC-2022-00342	\$100,000	\$100,000
Ocala Police Department	Speed and Aggressive Driving Program	SC-2022-00181	\$21,000	\$21,000
Orlando Police Department	Orlando PD Interstate Speed Project	SC-2022-00345	\$60,000	\$60,000
Palm Bay Police Department	"Know Your Limits" Aggressive Driving and Speed Initiative	SC-2022-00113	\$44,000	\$44,000
Palm Beach County Sheriff's Office	Palm Beach County Speed and Aggressive Driving Strategy	SC-2022-00227	\$75,000	\$75,000
Palm Beach Gardens Police Department	Palm Beach Gardens Police Department Speed and Aggressive Driving Initiative	SC-2022-00268	\$35,000	\$35,000



Panama City Beach Police Department	Targeted Enforcement Against Speed and Aggressive Driving	SC-2022-00240	\$25,000	\$25,000
Panama City Police Department	Speed and Aggressive Driving Reduction	SC-2022-00310	\$48,500	\$48,500
Pinellas County Sheriff's Office	Strategic Policing through Education and Enforcement for Drivers (SPEED)	SC-2022-00045	\$125,000	\$125,000
Pinellas Park Police Department	Speed Enforcement Program	SC-2022-00112	<del>\$69,500</del> \$81,000	<del>\$69,500</del> \$81,000
Santa Rosa Sheriff's Office	Law Enforcement Speeding Solution (LESS) Program	SC-2022-00002	\$50,000	\$50,000
Sarasota County Sheriff's Office	Slow Down Sarasota 2022	SC-2022-00340	\$100,000	\$100,000
Seminole County Sheriff's Office	Seminole SO Interstate Speed Project	SC-2022-00350	\$60,000	\$60,000
Sarasota Police Department	Speed and Aggressive Driving Subgrant	SC-2022-00183	\$83,000	\$83,000
Sebring Police Department	Speed and Aggressive Driving Subgrant	SC-2022-00272	\$21,000	\$21,000
Sunrise Police Department	Speed and Aggressive Driving Initiative	SC-2022-00127	\$40,000	\$40,000
Tampa International Airport Police Department	Speed and Aggressive Driving Subgrant	SC-2022-00170	\$35,000	\$35,000
Tampa Police Department	Operation Safe Travels	SC-2022-00179	\$190,000	\$190,000
Titusville Police Department	Titusville PD Interstate Speed Project	SC-2022-00347	\$100,000	\$100,000
West Miami Police Department	Speed and Aggressive Driving Subgrant	SC-2022-00263	\$30,000	\$30,000
West Palm Beach Police Department	Speed and Aggressive Driving	SC-2022-00053	\$116,000	\$116,000



# TEEN DRIVER SAFETY

## DESCRIPTION OF THE PROBLEM

As any parent knows, handing the car keys to a new driver is a proud yet terrifying experience. Florida has over 800,000 registered teen drivers, age 15 to 19. Teen drivers are involved in approximately 85,000 crashes resulting in over 200 fatalities and 2,000 serious injuries each year. Nationally, drivers aged 16 and 17 have the highest crash rates of any age group.

Teen drivers do not have years of experience in recognizing and avoiding dangerous situations. The Centers for Disease Control and Prevention (CDC) finds that teens often engage in risky behaviors. In one-third of the fatalities and serious injuries involving teen drivers in crashes, safety belts were not worn. Teens are more likely to underestimate dangerous situations, speed, and allow shorter distances between vehicles.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Educate and train beginning and experienced road users to improve driving and riding skills and understand traffic laws.
- Conduct focused enforcement and education activities in high-crash locations involving high-risk driving behaviors to increase compliance.
- Develop and implement targeted outreach and communication strategies to promote driver education programs and educate teens, parents, caregivers, and other partners about Florida's GDL laws and the resources available.
- Educate teens, parents and caregivers about the safety issues and the traffic laws and regulations related to teen distracted driving.
- Educate teens, parents, and caregivers about the dangers of drowsy and impaired driving, the importance of safety belt use, and driver responsibilities when involved in a crash.
- Provide law enforcement officers training, tools, and resources on Florida's GDL and distracted driving laws, and high-risk behaviors associated with teen drivers.
- Create safer communities through greater interaction of parents and caregivers in the teen driver license process by engaging caregivers during orientation events, parent groups, and other teen/caregiver-targeted functions.

- Provide resources to educate teen road users on how to safely use other modes of transportation, such as walking, bicycling, transit, micromobility, and shared or automated vehicles.
- Prioritize projects and initiatives providing a demonstrated reduction in teen driving crashes.
- Pursue school policies that correlate teen safe driving behavior with student privileges.
- Expand Florida’s Driver Education curriculum to be comprehensive in its promotion of proven teen driver safety practices and principles.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Young Drivers - Driver Education  
Pre-Licensure Driver Education (CTW: Chapter 6, Page 19)
- Young Drivers - Driver Education  
Post-Licensure or Second-Tier Driver Education (CTW: Chapter 6, Page 20)
- Young Drivers - Parents  
Parental Role in Teaching and Managing Young Drivers (CTW: Chapter 6, Page 21)
- Young Drivers - Traffic Law Enforcement  
Enforcement of GDL and Zero-Tolerance Laws (CTW: Chapter 6, Page 22)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

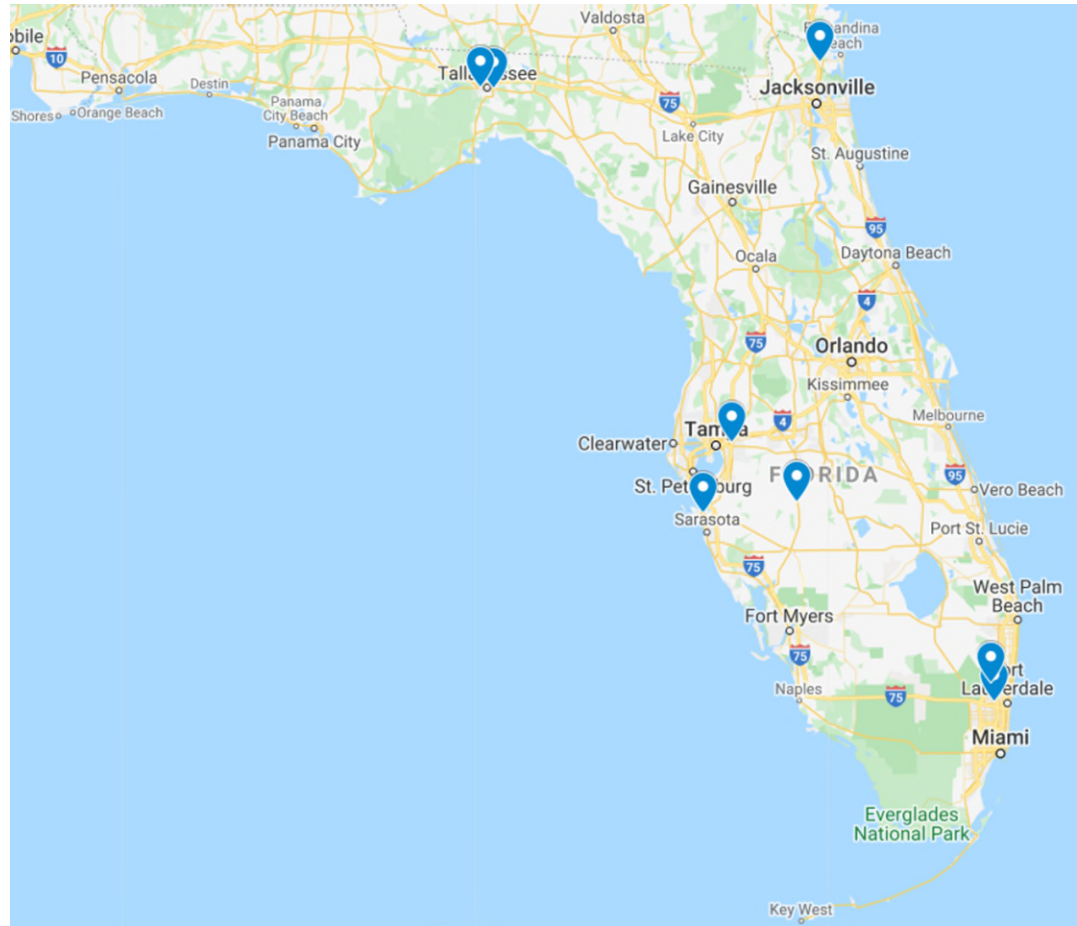
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

# MAP OF TEEN DRIVER SAFETY PROJECT LOCATIONS

The below map represents locations of subrecipients, focused on project delivery.



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**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$210,500

**Project Description:** The following enforcement agencies work in communities that have high numbers of fatalities and serious injuries due to teen driving and currently rank in the top 25% of the FY 2022 Highway Safety Matrix. They will receive funding to conduct teen driver related countermeasures, such as education, GDL enforcements, distracted driving, and zero-tolerance laws that include overtime salaries and benefits necessary for successful enforcement. The goal of each project is to reduce teen driver related fatalities and injuries by using data-driven approaches.

**Budget:** \$210,500

Agency	Project Name	Project Number	Local Benefit	Budget
<del>Apopka Police Department</del>	<del>Apopka Reinforces Teen Safety</del>	<del>TSP-2022-00033</del>	<del>\$7,500</del>	<del>\$7,500</del>
City of Plantation Police Department	Teen Driver Safety	TSP-2022-00245	\$33,000	\$33,000
Coral Springs Police Department	Teen Driver Safety	TSP-2022-00252	\$30,000	\$30,000
Hillsborough County Sheriff's Office	Teen Driver Education and Enforcement Operation	TSP-2022-00026	\$100,000	\$100,000
Nassau County Sheriff's Office	Teens Avoiding Disaster	TSP-2022-00100	\$20,000	\$20,000
Wauchula Police Department	Teen Driver Safety	TSP-2022-00228	\$20,000	\$20,000

**Agency:** Florida Department of Highway Safety and Motor Vehicles

**Project Name:** Teen Driver Safety - Drive with CARE

**Project Number:** TSP-2022-00084

**Funding Source:** 402

**Local Benefit:** ~~\$32,000~~-\$55,000

**Project Description:** The Florida Department of Highway Safety and Motor Vehicles will continue to provide an interactive teen outreach program, primarily in high school settings, to explain driving laws, GDL restrictions, violation penalties, courteous vs. aggressive driving, alert vs. distracted driving, impaired driving, and safety belt usage. The goal of the program is to reach teens during the graduated licensing stage to impart an understanding of safe driving skills and behaviors as well as the consequences of making risky, unsafe driving decisions. This will be accomplished by providing printed guides, posters, parent/teen logs, teen/parent driving agreements, various educational materials, digitally creative files to partnered organizations, presentations, and outreach events.

**Budget:** ~~\$32,000~~-\$55,000





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**Agency:** The District Board of Trustees of Tallahassee Community College

**Project Name:** Florida Teen Traffic Safety

**Project Number:** TSP-2022-00199

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** Tallahassee Community College will continue to support a full-time coordinator and specialist to administer and oversee teen traffic safety related activities and the statewide Florida Teen Safe Driving Coalition (FTSDC). The coordinator will continue to plan and execute the coalition's quarterly meetings, during which time members with specific knowledge, expertise and commitment to teen traffic safety generate and support strategically developed initiatives driven by data and community need. The FTSDC members will be working toward the creation and distribution of educational materials, as well as continuing its work on the implementation and furtherance of the items outlined within the coalition's strategic plan. Community outreach and education will also be facilitated through "Weeks of Awareness" during which time a traffic safety presentation will be presented to students at approximately 60 high schools across Florida. Speaker topics and stories can range from distracted driving, impaired driving, occupant protection, peer pressure in a vehicle, speed/aggressive driving, and how to speak up when you feel unsafe in a car as a passenger.

**Budget:** ~~\$325,000~~ \$432,676



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**Agency:** Manatee County Sheriff's Office

**Project Name:** Teen Driver Education and Enforcement Operation

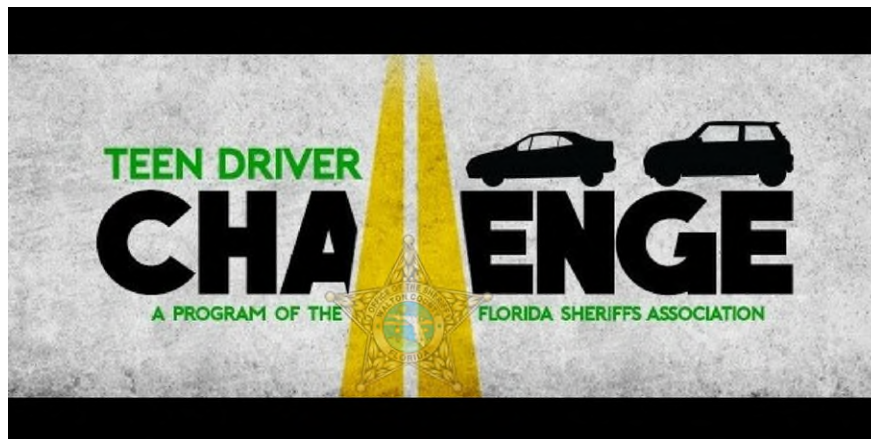
**Project Number:** TSP-2022-00320

**Funding Source:** 402

**Local Benefit:** \$15,000

**Project Description:** The Manatee County Sheriff's Office will educate and train teen/young drivers through the Teen Driver Challenge (TDC) program created by the Florida Sheriffs Association in 2007. Licensed teens ages 16-19 in Manatee County will have the opportunity to take a post-licensure or second-tier driver education program, free of charge. Funding will be used to pay law enforcement overtime to meet the goal of the program, which is to educate the teens of Manatee County and help reduce the rate of fatalities, crashes, and injuries amongst teen drivers in the area.

**Budget:** \$15,000



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**Agency:** Children and Parent Resource Group, Inc.

**Project Name:** Life Changing Experience Community Education Project

**Project Number:** TSP-2022-00323

**Funding Source:** 402

**Local Benefit:** \$52,000

**Project Description:** The Children and Parent Resource Group, Inc. will continue its pilot project in three Northwest Florida counties; Bay, Okaloosa, and Santa Rosa. The program offers a sophisticated 3D interactive program, transforming school auditoriums into interactive cinemas, during which time students are actively engaged in a multi-sensory education experience that has been proven to effect change by improving teens' understanding of impairment, along with the dire consequences of speeding, drinking and driving, driving while texting, driving without a seatbelt, and other destructive decisions. The participating students will also receive the ability to download a free a phone app called Revolving Door, which continues to provide insight and education for long-lasting influence.

**Budget:** \$52,000



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**Agency:** TjohnE Productions, Inc.

**Project Name:** ThinkFast Interactive Teen Driver Safety Program

**Project Number:** TSP-2022-00023

**Funding Source:** 402

**Local Benefit:** \$56,000

**Project Description:** The TjohnE Productions, Inc. will begin its pilot project focusing on teen driver-related at-risk county high schools in Florida. The program offers teens an interactive platform that is geared toward educating on the issues they face as newly licensed driver. The program uses state rules, regulations, fines, goals, and performance measures to guide teens through the driving experience. Countermeasures such as reinforcing GDL laws, effects of alcohol-impaired driving, the use of seat belts and child restraints, the dangers of speeding and/or aggressive driving, and the risks behind distracted and drowsy driving are all used to educate teens on the risky factors behind driving.

**Budget:** \$56,000



# TRAFFIC RECORDS

## DESCRIPTION OF THE PROBLEM

Data is the foundation of any effort to improve traffic safety. Using data to identify safety challenges creates an evidence-based safety planning process and results in better decision making.

A traffic records system consists of data about a state's roadway network and the people and vehicles that use it. The six traffic records categories are: crash, vehicle, driver, roadway, citation/adjudication, and emergency medical services/injury surveillance. The data from these categories are used to understand driver demographics, licensure, behavior, and sanctions, vehicle types, configurations, and usage, engineering, education, and enforcement measures, crash-related medical issues and actions, and how all of these factors affect highway safety.



## COUNTERMEASURE STRATEGIES FROM SHSP

- Promote the collection, analysis, distribution, and use of quality and timely crash data so state, regional, and local stakeholders can make appropriate and timely decisions on reducing and responding to crashes.
- Expand data collection and analysis to address emerging trends and risks, such as micromobility and e-commerce (i.e., impact of on-line shopping and goods delivery).



- Improve data analysis tools and methodologies and strengthen business intelligence capabilities among traffic safety partners.
- Identify high risk locations and behaviors related to fatal and serious injury crashes through a systematic approach.
- Develop analysis tools, visualization approaches, and dashboards to turn information into useable knowledge that meets the needs of users and decision-makers.
- Improve data analysis tools and methodologies by facilitating a fully integrated traffic records data system with up-to-date and consistent data dictionaries and data elements that incorporates all roads.
- Improve data collection and analysis efforts through training and education of law enforcement officers regarding accuracy and detail of crash report information.
- Augment analysis of traffic records with broader data on community context, land use, demographics, and public health.
- Expand data collection and analysis to incorporate emerging mobility options such as micromobility and connected and automated vehicles, as well as real-time data sources.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- While the NHTSA Countermeasures that Work do not provide proven strategies for traffic data improvement, The FDOT State Safety Office has identified the following projects to improve accuracy, completeness, uniformity, timeliness, integration, and accessibility of Florida's traffic data and data systems. These projects were selected in collaboration with its six data system owners and within the guidance of recent traffic data assessments with the expectation of quantifiable progress in the improvement of Florida traffic data systems.

## RATIONALE FOR SELECTION

Projects selection for traffic records funding was made by the Florida Traffic Records Coordinating Committee (TRCC). The membership of the TRCC Executive Board includes representatives from agencies either responsible for managing at least one of the six information systems of the Traffic Safety Information System or with a vital interest in one or more of those systems. These agencies include FDOT, FDOH, FLHSMV, the State Court System, FHP, Florida Sheriff's Association, Florida Police Chief's Association. Members of the Executive Board are appointed by the heads of their respective agencies. Projects were evaluated based on their support of the state's traffic records goals for coordination, data quality, integration, accessibility, and utilization along with cost effectiveness.

## SAFETY IMPACTS

Improved coordination, data quality, integration, accessibility, and utilization of traffic data promotes the increase of accurate problem identification, effective decision making, and efficient resource management for improvements, enforcement, and education of traffic safety issues.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.





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<b>Agency:</b>	Florida Department of Health, Division of Emergency Preparedness and Community Support (DEPCS), Bureau of Emergency Medical Oversight
<b>Project Name:</b>	Field Data Collection for National EMS Information System (NEMSIS)
<b>Project Number:</b>	M3DA-2022-00056
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Problem ID:</b>	The Health Information and Policy Analysis Section operates the Emergency Medical Services Tracking and Reporting System (EMSTARS) program. Currently that program and data repository is administered using an existing commercial off-the-shelf solution known as EMSTARS-CDX. This system collects Emergency Medical Services (EMS) incident-level data in compliance with the Florida Emergency Medical Services Advisory Council Data Committee's Data Dictionary Versions 3.3.4, 3.4 and the National Emergency Medical Services Information System (NEMSIS) Version 3. Florida must continue to provide the resources to support and train on multiple NEMSIS data standards and pursue the participation of EMS providers with electronic data collection and reporting under all versions of the NEMSIS standard, while concurrently continuing to support all national standards. Project efforts will impact the timeliness, completeness, accuracy, uniformity, accessibility, and integration of traffic records data which will improve Florida's Crash, Roadway, Vehicle, and EMS/Injury Surveillance data systems.
<b>Project Description:</b>	The implementation of the NEMSIS Version 3 data standards improves the compatibility and interoperability of data between state and local systems and the national data system by defining a new framework, model data elements, national database structure and state submission process. The Florida Department of Health (FDOH) will work on increasing the number of agencies submitting data to the state repository in compliance with the current NEMSIS standards. Specifically, the FDOH will continue to transition agencies to the new national data collection standards while maintaining compliance with the prior NEMSIS Version 3 data standards. They will also assist and support licensed EMS agencies via direct technical support and training as these agencies continue

their transition to NEMSIS Version 3 and begin the planning for the transition to the recently released Version 3.5.

In coordination with University of Florida's Signal Four Analytics, FLHSMV, and FDOT, the FDOH team will also be researching and possibly implementing an EMS data exchange, along with possible traffic data linkage and integration opportunities in Signal Four Analytics.

Resources will contribute to improvements needed to the technical environment to enable greater abilities to link, analyze, and make the data further accessible to stakeholders. The subgrant will fund a Project Manager, Technical Business Analyst, Data Modeler/Migration Specialist and Business Intelligence Analyst/Developer, along with data hosting services, required vendor change orders, and travel expenses to educate local EMS agencies on data collection standards and to attend conferences for implementation planning.

**Budget: \$408,835**



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<b>Agency:</b>	Florida Department of Highway Safety and Motor Vehicles
<b>Project Name:</b>	Crash and Uniform Traffic Citation (UTC) Data Improvement
<b>Project Number:</b>	M3DA-2022-00050
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Problem ID:</b>	<p>The FLHSMV serves as the official custodian of Florida’s driver, motor vehicle, crash, and citation/adjudication datasets, which are four of the six traffic records data systems. NHTSA has identified these systems as being critical to improving traffic safety and reducing the number of fatalities and serious injuries on Florida’s roadways. Improving the data quality attributes of the crash and UTC datasets support the FLHSMV’s Strategic Plan to improve traffic records information systems. An improvement in these strategic objectives further enhances the State’s data-driven approach in developing traffic safety initiatives and law enforcement countermeasures. This project directly affects Florida’s Citation/Adjudication and Crash traffic data systems, by using the established performance measures to implement actionable strategies to improve the accuracy, completeness, and uniformity of these two key parts of the Traffic Records Information System.</p> <p>The Crash and UTC staff at FLHSMV will be tasked with improving Florida’s crash and UTC data to provide the ability for the FLHSMV and traffic safety stakeholders to make more informed and accurate decisions and countermeasures. Using the recommendations provided by the NHTSA 2020 Traffic Records Assessment, FLHSMV will improve the crash data quality program by developing a sample-based audit to create the ability to compare the electronic crash report data submitted by Law Enforcement Agencies (LEAs) and the FLHSMV crash database. The sample-based audit results will expose various discrepancies such as software and/or technical issues, identify updates needed to validation rules and prompting form revisions, generate new training content, and provide feedback to improve the crash manual. The ability to synchronize local and State crash data will also reduce the labor and time required for fatal crash report reconciliation that is necessary for the annual Crash Facts report.</p>

Another critical need for safety initiatives are accurate and timely crash location data, however this data is not readily available. The crash program staff will continue to develop a location accuracy report, establish minimum accuracy location standards for LEAs to meet, and encourage LEAs to utilize the tools available to improve the geo-location of crash reports during training sessions.

In addition, the NHTSA 2020 Traffic Records Assessment recommended Florida establish an accessibility performance measure for citation data. To establish this performance measure and baseline, the FLHSMV will create a survey to collect feedback from stakeholders regarding how accessible citation and adjudication data is. Project funding will be provided for an Other Personnel Services (OPS) Management Analyst, an OPS Project Coordinator, office supplies, and training materials.

**Budget:** \$121,100

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**Agency:** Florida Department of Highway Safety and Motor Vehicles

**Project Name:** Driver and Vehicle Data Quality Improvement

**Project Number:** TR-2022-00066

**Funding Source:** 402

**Local Benefit:** \$0

**Problem ID:** The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) serves as the official custodian of Florida’s driver, motor vehicle, crash, and citation/adjudication datasets, which are four of the six traffic records data systems. NHTSA has identified these systems as being critical to improving traffic safety and reducing the number of fatalities and serious injuries on Florida’s roadways. In November of 2020, the NHTSA concluded their Traffic Records Assessment to provide their recommendations for improving Florida’s six traffic records systems. These recommendations will improve the data quality attributes of the driver and vehicle datasets and will also support the FLHSMV’s Strategic Plan to improve the Traffic Records Information System (TRIS). An improvement in these strategic objectives further enhances the State’s data-driven approach in developing traffic safety initiatives and law enforcement countermeasures.

With over 87 million records in the FLHSMV driver and vehicle records systems and 3,185 traffic fatalities in 2019, ensuring accurate and complete data is paramount for decision making. Vulnerability to data quality issues is not only due to the high-volume of data but also due to this data being utilized by many external sources and added to the FLHSMV records systems. This project directly affects Florida's driver and vehicle traffic data systems and aims to improve and establish performance measures to implement actionable strategies to improve the accessibility, accuracy, completeness, integration, timeliness, and uniformity of the Traffic Records Information System.

**Project Description:**

As the third most populated state in the nation and 87,550,346 records in the FLHSMV driver and vehicle records systems, the FLHSMV team will be tasked with improving its data quality control program and performance monitoring efforts for their driver and vehicle datasets. In 2020, FLHSMV offices, third-party vendors, and county tax collectors' offices conducted 34,922,952 transactions to pull data from external sources and add data to the FLHSMV records systems. Reliance of this data is evident as there were 1,093 Memorandums of Understanding for data sharing with other entities and 54,000 public records requests for driver and vehicle data received by the Bureau of Records Public Records Unit in 2020.

To improve these data sets, the NHTSA 2020 Traffic Records Assessment recommended Florida improve its data quality control program and performance monitoring efforts by capturing baseline data and developing numeric goals to provide internal and external stakeholders high-quality data for research and decision making. A Project Analyst with expertise in process improvement, project management, data analysis and reporting, data security, and systems evaluation will be hired to create and monitor a project plan and charter to clarify responsibilities and goals for the project as well as gather feedback from data managers and users. This position will also provide recommendations for ongoing monitoring and data quality management, create, and maintain a report with performance measurements and metrics, and will report data measurements, plans and recommendations to internal and external stakeholders.

Overall, this project will lay the groundwork for a comprehensive data quality management program with performance measures for all six data quality attributes of timeliness, accuracy, completeness, uniformity, accessibility, and integration for both the driver and vehicle data systems.

**Budget:** \$150,000

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**Agency:** Florida State University

**Project Name:** Electronic License and Vehicle Information System (ELVIS)

**Project Number:** TR-2022-00219

**Funding Source:** 402

**Local Benefit:** \$500,000

**Project Description:** The Florida State University's ELVIS Team will continue to maintain and upgrade a data tool that provides access to the Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) data. This web-based service tool is provided without charge and currently being utilized by 21,000 users and 212 various agencies such as Florida Law Enforcement Agencies, Clerk of Courts, and other approved Florida Department of Law Enforcement entities.

The proposed ELVIS System will provide all Florida law enforcement agencies the ability to run queries and import driver license and vehicle tag information onto multiple traffic data forms that are submitted to the state repositories. Not only will the quality of traffic records data be improved but the ELVIS system will reduce the redundancy and labor costs associated with manual entry.

This solution will improve the accuracy, accessibility, completeness, timeliness, uniformity and integration of the crash, citation/adjudication, vehicle, and driver datasets. Resources will be allocated to a full-time Systems Architect, Systems Administrator, Information Technology (IT) Support Specialist, part-time Principal Investigator, along with maintenance of the tool, operational costs, travel expenses to conduct trainings and provide technical support, an annual user forum as well as finalizing a secondary site for disaster recovery efforts.

**Budget:** \$500,000

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<b>Agency:</b>	Florida State University
<b>Project Name:</b>	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training
<b>Project Number:</b>	M3DA-2022-00086
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Problem ID:</b>	<p>Across the State of Florida, many agencies collect, store, and submit traffic and criminal data using a wide variety of software tools, but there are agencies still completing paper forms by hand despite corresponding issues with accuracy and timeliness. The data collected assists in identifying traffic safety problem areas to plan accordingly in reducing crashes, serious injuries, and fatalities. To accomplish data collection and storage, each law enforcement agency (LEA) must endure costs associated with hardware, software, virtual private network costs and staff to manage, maintain, and support the infrastructure.</p> <p>The Traffic and Criminal Software (TraCS) offers a cost-effective, field-based collection solution, providing an alternative for agencies that would otherwise continue filling out traffic reports on paper. The TraCS project will improve traffic records data by means of accessibility, accuracy, completeness, timeliness, uniformity, and integration for Florida's Crash, Citation/Adjudication, Roadway, Vehicle and Driver data systems.</p>
<b>Project Description:</b>	<p>The Florida State University's TraCS Team will continue development and enhancements to the TraCS National Model software to include updates to meet state and federal guidelines. Currently TraCS Florida has approximately 23,000 users across 190 LEAs and is responsible for about 33% of statewide electronic crash report submittals. The TraCS staff will support current users and future officers and IT staff at user agencies with technical support and training. Efforts will focus on rewriting external interfaces for case and form management, Florida Crime Information Center and National Crime Information Center imports through various vendors and Signal Four (S4) Analytics' geo-location tool to work on both physical and web-based platforms. At this time, 167 LEAs (82% of</p>



TraCS users) are required to use the S4 geo-location tool for crash reporting and 21 LEAs to submit citations.

Resources will maintain a centralized cloud hosting environment for LEAs at the Florida Department of Law Enforcement (FDLE) approved Digital Systems Management (DSM) hosting center. Due to the vast number of users, data storage capacity limits were constantly being increased which caused staff resources to assist with technical support to manage the physical hardware at the primary and secondary hosting sites. The DSM Cloud-based environment is housed in a category 5 rated facility and allows for scalability and necessary growth flexibility versus purchasing and deploying physical hardware. The solution ensures no more than 4 seconds of downtime per month since operations will not be dependent on physical hardware and it is designed to switch over instantaneously when hardware fails or when the load is greater than what a physical server can handle. Contractual Services will still be needed for the FDLE Sponsoring Lead Criminal Justice Agency, Panama City Police Department, to continue to provide services to maintain Criminal Justice Information compliance. This solution will not only relieve the TraCS staff by means of administrative and equipment upkeep, but it also offers a team of network, security, and system administrator experts to better serve the TraCS agencies.

Resources will be allocated to full-time positions such as a Systems Architect, Application Developer I, Application Developer II, Systems Administrator, an IT Support Specialist, and a part-time Principal Investigator. Funds will also be used for the cloud hosting and service fees, maintenance and operational expenses, travel for training, and an enterprise national model fee.

**Budget: \$996,253**



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**Agency:** The District Board of Trustees of Tallahassee Community College

**Project Name:** Traffic Records Coordinating Committee Support

**Project Number:** TR-2022-00197

**Funding Source:** 402

**Local Benefit:** \$0

**Project Description:** Tallahassee Community College will contract with a consultant to provide technical advice and support to the TRCC Executive Board and its subcommittees. The consultant will assist with the facilitation of meetings, preparation of meeting summary reports, host and maintain the Florida TRCC website, and provide additional meeting assistance and support for special projects.

**Budget:** \$67,000



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<b>Agency:</b>	University of Florida
<b>Project Name:</b>	Central Crash Data Repository and Improved Crash Data Quality
<b>Project Number:</b>	TR-2022-00289
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	<p>The FLHSMV crash database annually receives approximately 700,000 crash reports. As the statutory custodian of Florida’s crash data, FLHSMV distributes daily copies of statewide crash data and images to two statewide recipients, FDOT and University of Florida’s (UF) Signal Four Analytics creating three copies of the same information. Considering a 10-year period, over 6 million crash reports are being stored in 3 different servers which not only creates discrepancies in data analyses but also causes the user to question the reliability of the crash data source they are using.</p>

NHTSA Go Team findings highlighted these issues and provided several recommendations for improvements. Two main recommendations were to reduce the duplication of efforts of Florida’s crash systems by: 1) establishing a single central crash data repository for users to access and 2) make further crash data quality improvements. This project will finalize the development of a web service tool to serve the crash report images directly from the statutory crash data custodian, FLHSMV, to eliminate the need for FLHSMV to distribute daily copies of statewide crash data and images to both the FDOT and UF’s S4 Analytics. This solution will also reduce the likelihood of misuse as copies of the data will not be stored in various servers and will improve the timeliness of data availability.

In FY2021 a light synchronization of the FLHSMV and S4 crash databases was conducted to unify the datasets but a phase II to fully synchronize the databases is still needed. To accomplish this goal S4 and FLHSMV will continue coordination to develop, test, and operationalize a process in their environments to ensure synchronization. Once completed, users will have full confidence on the reliability of the S4 data source as it will match the original and allow access to the most current data in the state.

It has also become apparent that LEAs are using aerial photography as a reference layer when submitting crash diagrams to reduce in field time, but the current FLHSMV data ingestion process is unable to support the high-resolution aerial photography causing a reduction in resolution of the photo and sometimes causing the diagram to be unreadable. The UF team will finalize the support for aerial photo-based crash diagrams in the current FLHSMV ingestion process to contribute to data quality improvement at present and prepare the necessary requirements to support the web-based diagramming tool in development.

This project will improve traffic records data by means of accessibility, accuracy, and timeliness for Florida's Crash and Roadway data systems. Resources will be allocated to personnel services such as a Principal Investigator, Data Engineer, IT System Administrator, Administrative Assistant, Database Developer, Graduate Assistants, travel expenses and server and network support.

**Budget:** \$140,000

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**Agency:** University of Florida

**Project Name:** Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics

**Project Number:** M3DA-2022-00294

**Funding Source:** 405(c)

**Local Benefit:** N/A

**Problem ID:** The TRCC's vision is to provide users access to quality traffic records data when, where, and in the form needed. The TRCC has invested considerable resources in the development of Signal Four (S4) Analytics, a statewide crash and citations analytical system that allows local, regional, and state agencies to analyze and create maps and statistical reports of crashes and citations in a consistent, uniform, and timely fashion. S4 Analytics has been a success that has greatly contributed to improving traffic records data accessibility, accuracy, completeness, timeliness, uniformity, and integration of three of Florida's traffic data systems: Crash, Citation/Adjudication, and Roadway data systems. Although S4 has been successful in

linking the three data systems, the ultimate TRCC goal is to integrate and link all six traffic data systems to maximize the efficiency and effectiveness of traffic records data resources, collection, analysis, and reporting. This project will continue its efforts to accomplish the TRCC's mission.

**Project Description:**

The University of Florida's S4 Analytics team will continue to provide a statewide crash and citation analytical system to approximately 4,100 users across 840 agencies and vendors. S4 Analytics allows users at local, regional, and state agencies the ability to analyze and create maps and statistical reports of crash and citation data in a consistent, uniform, and timely fashion.

This fiscal year will focus on updating the S4 database to include all historical crash and citations data and continue to build on the public viewable crash dashboard that was developed in FY2021. The dashboard will be improved and expanded with additional attributes, comparison statistics, mapping, and the ability to work on a mobile platform. To keep up with increasing user needs, the S4 team will begin developing a similar dashboard for citation data and continue to determine relevant Emergency Medical Services (EMS) data elements that can be integrated within S4 in coordination with FDOH. The latter will require creating an extract, transform, load (ETL) process to obtain the data as well as developing the necessary dashboard and analytical functions to analyze the data.

This project will address several S4 Analytics feature requests and overall system improvements. It will expand the integration of citations with crashes statewide via spatial attributes, perform data quality analysis, database updates, system monitoring and updates, and conduct marketing and training presentations. Resources will contribute to personnel services to maintain and enhance S4 Analytics, travel for marketing and training, travel expenses and server and network support.

**Budget:** **\$466,624**

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<b>Agency:</b>	University of Florida
<b>Project Name:</b>	Geo-location-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality
<b>Project Number:</b>	TR-2022-00287
<b>Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Project Description:</b>	<p>FDOT’s current crash location system has several limitations that is preventing FDOT staff to map crashes in a timely fashion. The system is antiquated, requires extensive training, and can only handle on-system crashes, (i.e., crashes only on state-maintained roads). The FDOT uses a second system to locate off-road system crashes which operates differently from the on-system and as such requires different training and different data management practices. Due to these challenges and the sheer number of crashes in the state (over 700,000 annually) FDOT experiences delays in providing timely geolocated crashes to Florida traffic improvement stakeholders.</p>

Of those 700,000 crash reports submitted by law enforcement agencies, 300,000 crash reports include a crash diagram based on Florida’s crash data requirements and federal recommendations provided in the Model Minimum Uniform Crash Criteria Guidelines. This crash diagram is also necessary for the FDOT staff to accurately locate crashes. At this time, many Florida law enforcement agencies do not have a diagramming tool and could use a geo-location tool which would eliminate the discrepancies between the crash address information and the depiction of the same location on the crash diagram.

Funded under the TRCC, Signal Four (S4) Analytics provides the automated geo-location of crashes in a timely fashion but only for a portion of the crashes. The rest of the crashes are approximately located and not verified by a person. This creates challenges regarding the reliability of data analysis due to the discrepancy between FDOT and S4’s location processes.

This project with the University of Florida (UF) will continue efforts to reduce these three systems to a single unified geo-location system for the State of Florida, by enhancing the S4 geo-location tool to be utilized by the FDOT crash mapping staff to verify crash locations for FDOT analysts and other traffic improvement stakeholders. The UF team will also complete the development of the web-based diagram tool to work in compatibility with S4's geo-location tool to improve location accuracy, reduce the time for an officer to complete the crash diagram in the field thus improving timeliness of the data, and to increase the utilization of the crash data. Resources will contribute to personnel services to finalize the development of the tools, travel for marketing and training, travel expenses and server and network support.

**Budget:** ~~\$425,000~~ \$487,000

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<b>Agency:</b>	University of Florida
<b>Project Name:</b>	Unified and Sustainable Solution to Improve Geo-location Accuracy and Timeliness of Crashes and Citations
<b>Project Number:</b>	M3DA-2022-00297
<b>Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Problem ID:</b>	Crash location fields exhibit the highest error rate of all crash data elements when it comes to mapping crashes. Citations present an even more severe problem. These shortcomings are frequently not addressed in our crash and citations data systems leading to several issues such as, post-report geocoding of crashes by stakeholders leading to recurring costs and duplication of efforts, lack of timeliness of useful crash data for analysis, and lack of accuracy and consistency across the various geo-location efforts which creates major concerns about the integrity of the data and therefore raises questions about the validity of any crash analysis that depends upon it.



The University of Florida's (UF) Signal Four (S4) Analytics' geo-location tool resolves the issues stated above by allowing crashes and citations to be geolocated at the time of report completion. The geolocated data will be immediately available after the report is submitted to the state repository and also increase location accuracy. This solution will improve traffic records data by means of accessibility, accuracy, completeness, integration, timeliness and uniformity for Florida's Crash, Citation/Adjudication, EMS/Injury Surveillance and Roadway traffic data systems.

**Project Description:**

The UF's S4 team will address the error rate in location data by providing a solution to automatically geo-locate crashes and citations. Geo-location currently requires human editors to manually map crashes at a significant, recurring cost to the state. The project will create a unified geo-location and validation service that can be accessed via the internet by any electronic crash and citation data collection system of any vendor in Florida. This web service solution accomplishes the geo-location and validation of the location by using the Florida Department of Transportation's Unified Roadway Basemap.

In partnership with the Traffic and Criminal Software (TraCS), the geo-location tool will continue to be incorporated within the TraCS crash and citation reporting forms. At this time, 167 LEAs (82% of TraCS users) are required to use the location tool for crash reporting and 21 LEAs to submit citations. Coordination with FDOH on exploring the use of this tool to map EMS reports will continue as well. Location data is key as it will influence and increase opportunities towards data integration and linkage of the EMS data within S4 Analytics.

Another critical problem that results from errors in location data is the lack of timeliness to run safety analyses. Timely availability of geolocated data will enable earlier detection of challenges and identification of solutions, ultimately saving lives and preventing loss of property. Resources will contribute to personnel services to provide service of this tool, perform updates, technical support and trainings, travel, and equipment expenses.

**Budget:**

**\$168,372**

# WORK ZONE SAFETY

## DESCRIPTION OF THE PROBLEM

Work zones may be frustrating to many drivers, but they are essential to ensure Florida's roadways, bridges, medians, and shoulders are properly constructed and maintained. A work zone is an area set up by state and local departments of transportation or utility companies to allow highway construction, maintenance, or utility-work activities. Work zones are usually marked by signs, channeling devices, barriers, pavement markings, and/or work vehicles, and may be monitored by state or local law enforcement.

While work zone fatalities make up only two percent of serious injuries and fatalities, the safe and efficient flow of traffic through work zones is an ongoing priority for Florida's transportation and safety planners. A focus on work zone safety is critical because plans for investment in maintaining existing roads and bridges and building or expanding roadways to meet the growing capacity needs of the state's transportation system creates more work zones across the state.

## COUNTERMEASURE STRATEGIES FROM SHSP

- Develop and implement targeted outreach and communications strategies to improve road users' awareness of safety issues, including sharing the road with other users, driver responsibilities when involved in a crash, as well as their understanding of roadside and in-vehicle technologies, best practices, and other safety countermeasures.
- Provide law enforcement officers training, tools, and resources concerning new or recent laws and regulations; new programs, equipment, and technologies; and best practices.
- Conduct focused enforcement and education activities in high-crash locations involving high-risk driving behaviors to increase compliance.

## EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by NHTSA in their Countermeasures That Work: Ninth Edition, 2017 guide. See the following section(s):

- Speed and Speed Management - Enforcement  
High Visibility Enforcement (CTW: Chapter 3, Page 27)
- Speed and Speed Management - Enforcement  
Other Enforcement Methods (CTW: Chapter 3, Page 28)

## RATIONALE FOR SELECTION

The FDOT State Safety Office uses the Highway Safety Matrix to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Local projects are selected within the cities and counties ranked within the top 25% of each population area within the matrix. Statewide projects are selected that either have a statewide needed reach or have a priority focus on those cities and counties with the highest number of crashes, serious injuries, and fatalities, so that they can assist with covering gaps not covered by local projects.

## SAFETY IMPACTS

Selecting locally initiated projects focused on this specific priority area in the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities, is expected to contribute to a significant overall reduction in the number of serious injuries and fatalities.

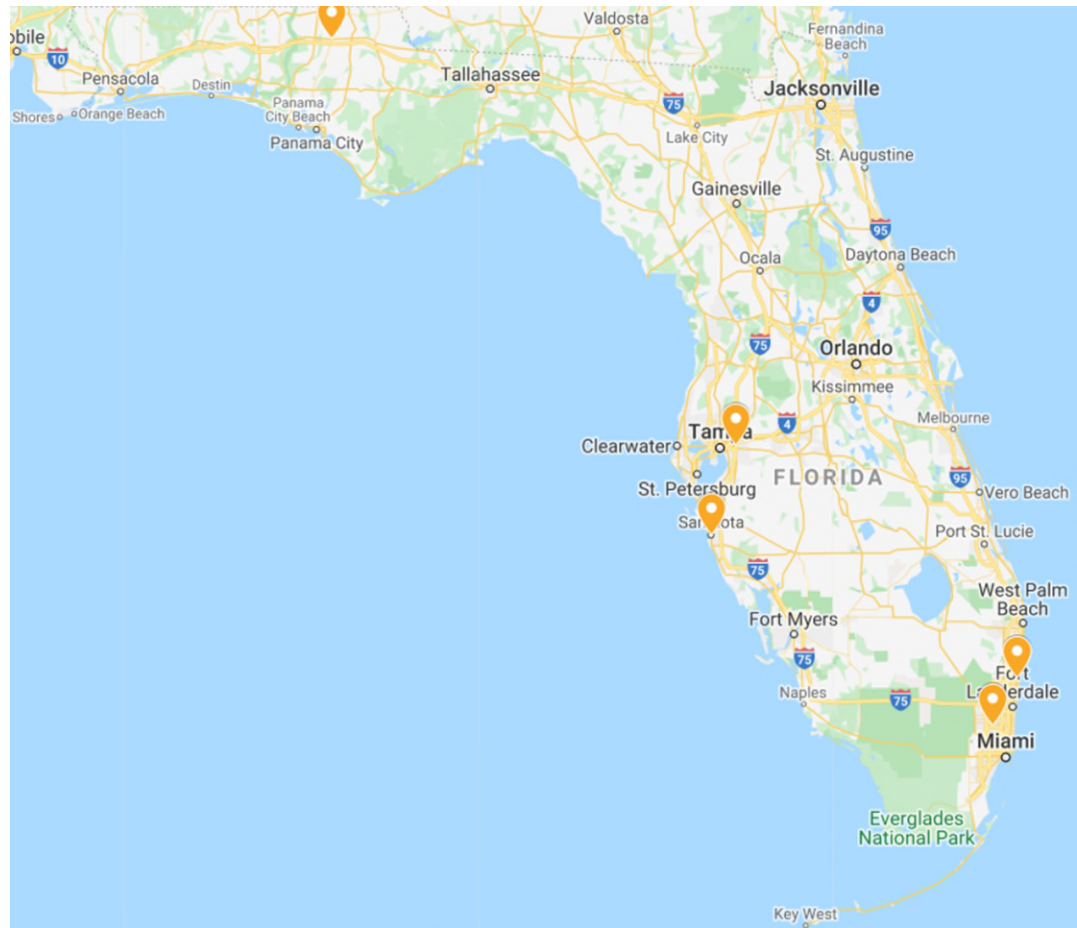
Statewide projects selected provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

## LINKAGE BETWEEN PROGRAM AREAS

The FDOT State Safety Office has selected projects within the top 25% of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's goal of zero deaths. Projects have been chosen based on effective countermeasures established by NHTSA's Countermeasures That Work: Ninth Edition, 2017 guide. A brief explanation of activities, allocation of funding, and local benefit if applicable, is provided for each project listed.

## MAP OF WORK ZONE SAFETY PROJECT LOCATIONS

The below map represents locations of subrecipients, focused on project delivery.



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**Agency:** (see below)

**Project Name:** (see below)

**Project Number:** (see below)

**Funding Source:** 402

**Local Benefit:** \$585,000

**Project Description:** The following agencies will receive funding to conduct work zone safety enforcement and education initiatives consisting of overtime salaries and benefits. The goal of each project is to reduce fatalities and injuries in work zone areas by 5% based on data driven approaches. The State Safety Office will continuously monitor enforcement activities as well as offer technical support to ensure the success of each program.

**Budget:** \$585,000

Agency	Project Name	Project Number	Local Benefit	Budget
Broward Sheriff's Office	Broward Work Zone Safety Enforcement Program	RS-2022-00077	\$125,000	\$125,000
City of Miramar	Work Zone Safety Initiatives	RS-2022-00087	\$63,000	\$63,000
<del>Clewiston Police Department</del>	<del>Work Zone Safety Program</del>	<del>RS-2022-00332</del>	<del>\$16,000</del>	<del>\$16,000</del>
Hillsborough County Sheriff's Office	Work Zone Education and Enforcement Operation	RS-2022-00024	\$230,000	\$230,000
Sarasota Police Department	Work Zone Safety	RS-2022-00185	\$71,000	\$71,000
Washington County Sheriff's Office	Increasing Safety and Reducing Work Zone Crashes	RS-2022-00275	\$80,000	\$80,000



# PROJECT LIST

Type of Funding	Final Priority Area	Implementing Agency	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding Amount
402 (Grants)	Impaired Driving	The Center for Urban Transportation Research	AL-2022-00316	Florida Impaired Driving Coalition	\$0	\$225,000
402 (Grants)	Impaired Driving	The Center for Urban	AL-2022-00341	Florida's Impaired Driving Assessment	\$0	\$60,000
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation - District Six	CP-2022-00001	Public Information and Education Program - District 6	\$30,000	\$30,000
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation District Four	CP-2022-00009	Public Information and Education Program - District 4	\$30,000	\$30,000
402 (Grants)	Community Traffic Safety Outreach	Center for Urban Transportation Research	CP-2022-00018	Community Traffic Safety Support	\$0	\$740,000
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation	CP-2022-00093	Public Information and Education Program - District 7	\$30,000	\$30,000
402 (Grants)	Community Traffic	Florida Department of	CP-2022-00120	Public Information and Education	\$35,000	\$35,000
402 (Grants)	Community Traffic	Florida Department of	CP-2022-00136	Public Information and Education	\$30,000	\$30,000
402 (Grants)	Community Traffic Safety Outreach	Florida Department of Transportation	CP-2022-00215	Public Information and Education Program - District 5	\$30,000	\$30,000
402 (Grants)	Community Traffic Safety Outreach	FLORIDA DEPARTMENT OF TRANSPORTATION	CP-2022-00220	Public Information and Education Program - District 3	\$40,000	\$40,000
402 (Grants)	Community Traffic Safety Outreach	University of Florida	CP-2022-00270	Florida Traffic Safety Resource Center	\$407,000	\$407,000
402 (Grants)	Aging Road Users	Pepper Institute on Aging and Public Policy	CP-2022-00290	Safe Mobility for Life Coalition	\$0	\$318,000
402 (Grants)	Aging Road Users	University of Florida	CP-2022-00307	Aging Road User Information Systems	\$205,000	\$205,000
402 (Grants)	Aging Road Users	Leesburg Police Department	CP-2022-00353	Aging Road User Program	\$15,000	\$15,000
402 (Grants)	Distracted Driving	Apopka Police Department	DD-2022-00032	Apopka Distracted Driving Program	\$25,000	\$25,000
402 (Grants)	Distracted Driving	Calhoun County Sheriff's Office	DD-2022-00082	Calhoun County Distracted Driving Program	\$50,000	\$50,000
402 (Grants)	Distracted Driving	Miami-Dade Police Department	DD-2022-00091	Miami-Dade Distracted Driving Program	\$150,000	\$150,000
402 (Grants)	Distracted Driving	Coral Springs Police Department	DD-2022-00257	Distracted Driving	\$16,000	\$16,000
402 (Grants)	Distracted Driving	North Palm Beach PD	DD-2022-00264	Distracted Driving	\$50,000	\$50,000
402 (Grants)	Distracted Driving	Gainesville Police Department	DD-2022-00292	City of Gainesville Distracted Driving Program	\$30,000	\$30,000
405h (Non-Motorized Safety)	Pedestrian and Bicycle Safety	Okeechobee County Sheriff's Office	FHLE-2022-00244	Enhanced Pedestrian and Bicycle Safety Enforcement	\$0	\$20,000
405h (Non-Motorized Safety)	Paid Media - Pedestrian and Bicycle Safety	Institute of Police Technology and Management (IPTM)	FHPE-2022-00117	Pedestrian and Bicycle Safety Public Education Program - Billboard and Transit Advertising	\$0	<del>\$2,200,000</del> \$400,000
405h (Non-Motorized Safety)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	FHTR-2022-00114	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	\$0	\$400,000
405f (Motorcyclist Safety)	Paid Media - Motorcycle Safety	The Center for Urban Transportation Research	M11MA-2022-00317	Share the Road Media Campaign	\$0	\$252,000
405b (Occupant Protection)	Paid Media - Occupant Protection	FDOT State Safety Office	<del>M2PEM M1PEM</del> -2022-00333	Florida Click It or Ticket Media Campaign	\$0	\$2,000,000
405b (Occupant Protection)	Occupant Protection and Child Passenger	Institute of Police Technology and Management (IPTM)	<del>M2X M1X</del> -2022-00070	Statewide Safety Belt and Child Passenger Safety Surveys	\$0	\$356,000
405b (Occupant Protection)	Occupant Protection and Child Passenger	University of Florida	<del>M2X M1X</del> -2022-00266	Occupant Protection Resources	\$0	\$220,000
405b (Occupant Protection)	Occupant Protection and Child Passenger	University of Florida	<del>M2X M1X</del> -2022-00295	Child Passenger Safety Seat Fitting Station Database and Mapping	\$0	\$70,000
405c (Traffic Records)	Traffic Records Coordinating	Division of Motorist Services, Bureau of Records	M3DA-2022-00050	Crash and Uniform Traffic Citation (UTC) Data Improvement	\$0	\$121,100



Type of Funding	Final Priority Area	Implementing Agency	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding Amount
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	Florida Department of Health, Division of Emergency Preparedness and Community	M3DA-2022-00056	Field Data Collection for National EMS Information System(NEMISIS)	\$0	\$408,835
405c (Traffic Records)	Traffic Records Coordinating	Florida State University (FSU)	M3DA-2022-00086	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training	\$0	\$996,253
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	University of Florida	M3DA-2022-00294	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	\$0	\$466,624
405c (Traffic Records)	Traffic Records Coordinating Committee (TRCC)	University of Florida	M3DA-2022-00297	Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations	\$0	\$168,372
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Florida Dept. of Law Enforcement	M5CS-2022-00011	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	\$0	\$50,000
405d (Impaired Driving)	Impaired Driving	The District Board of Trustees of Tallahassee Community College	M5CS-2022-00198	Traffic Safety Resource Prosecutor Program (TSRP)	\$0	\$465,000
405d (Impaired Driving)	Impaired Driving	Bay County Sheriff's Office	M5HVE-2022-00022	Enhanced Impaired Driving Enforcement	\$0	\$30,000
405d (Impaired Driving)	Impaired Driving	Hillsborough County Sheriff's Office	M5HVE-2022-00027	Operation Trident: Outreach, Education, and Enforcement	\$0	\$350,000
405d (Impaired Driving)	Impaired Driving	Apopka Police Department	M5HVE-2022-00030	Arresting Impaired Motorists	\$0	\$15,000
405d (Impaired Driving)	Impaired Driving	Baker County Sheriff's Office	M5HVE-2022-00036	Impaired Driving Program	\$0	\$25,000
405d (Impaired Driving)	Impaired Driving	City of Orlando	M5HVE-2022-00041	Orlando Police Department Impaired Driving Enforcement Team	\$0	\$106,000
405d (Impaired Driving)	Impaired Driving	Pinellas County Sheriff's Office	M5HVE-2022-00047	Driving Under the Influence (DUI) Enhancement Project	\$0	\$50,000
405d (Impaired Driving)	Impaired Driving	Miami-Dade Police Department	M5HVE-2022-00090	Miami-Dade Impaired Driving	\$0	\$225,000
405d (Impaired Driving)	Impaired Driving	Tampa Police Department	M5HVE-2022-00097	Tampa Enhanced Impaired Driving Enforcement Project, "Last Call"	\$0	\$410,000
405d (Impaired Driving)	Impaired Driving	Cape Coral Police Department	M5HVE-2022-00110	Cape Coral Impaired Driving Enforcement and Education	\$0	\$67,000
405d (Impaired Driving)	Impaired Driving	Miami Beach Police Department	M5HVE-2022-00121	Impaired Driving Initiative	\$0	\$80,000
<del>405d (Impaired Driving)</del>	<del>Impaired Driving</del>	<del>Punta Gorda Police Department</del>	<del>M5HVE-2022-00131</del>	<del>Think Before You Drink Campaign</del>	<del>\$0</del>	<del>\$15,000</del>
405d (Impaired Driving)	Impaired Driving	Ocala Police Department	M5HVE-2022-00177	Impaired Driving Subgrant	\$0	\$12,000
405d (Impaired Driving)	Impaired Driving	Lake City Police Department	M5HVE-2022-00201	Strategic Traffic Enforcement Program for Impaired Driving	\$0	\$30,000
405d (Impaired Driving)	Impaired Driving	City of Homestead, FL	M5HVE-2022-00216	Homestead Impaired Driving Safety Program	\$0	\$84,000
405d (Impaired Driving)	Impaired Driving	Wauchula Police Department	M5HVE-2022-00217	Wauchula Police Department Outreach, Education, and Enforcement Impaired Driving Safety Program	\$0	\$20,000
405d (Impaired Driving)	Impaired Driving	Boynton Beach Police Department	M5HVE-2022-00221	Boynton Beach Impaired Driving Enforcement	\$0	\$41,000
405d (Impaired Driving)	Impaired Driving	Port Richey Police Department	M5HVE-2022-00225	Impaired Driving Subgrant	\$0	\$19,000
405d (Impaired Driving)	Impaired Driving	Bradford County Sheriff's Office	M5HVE-2022-00226	Bradford County Impaired Driving Enforcement	\$0	\$50,000
405d (Impaired Driving)	Impaired Driving	City of Miami Police Department	M5HVE-2022-00229	Miami Impaired Driving Enforcement Project	\$0	\$90,000
405d (Impaired Driving)	Impaired Driving	Okeechobee County Sheriff's Office	M5HVE-2022-00246	Enhanced Impaired Driving Enforcement	\$0	\$60,000
405d (Impaired Driving)	Impaired Driving	Fort Myers Police Department	M5HVE-2022-00259	Fort Myers Police Department Impaired Driving Enforcement	\$0	\$56,000
405d (Impaired Driving)	Impaired Driving	Gainesville Police Department	M5HVE-2022-00293	City of Gainesville Safe Gator Program	\$0	\$70,500
405d (Impaired Driving)	Impaired Driving	Palm Beach County Sheriff's Office	M5HVE-2022-00301	Village of Wellington Impaired Driving Strategy	\$0	\$75,000
405d (Impaired Driving)	Impaired Driving	Pasco County Sheriff's Office	M5PEM-2022-00048	Impaired Driving Operations	\$0	\$20,000



Type of Funding	Final Priority Area	Implementing Agency	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding Amount
405d (Impaired Driving)	Paid Media - Impaired Driving	The District Board of Trustees of Tallahassee Community College	M5PEM-2022-00190	Impaired Driving Major College Sports Marketing	\$0	\$459,000
405d (Impaired Driving)	Paid Media - Impaired Driving	The District Board of Trustees of Tallahassee Community College	M5PEM-2022-00191	Impaired Driving Sports Media Campaign	\$0	\$216,000
405d (Impaired Driving)	Paid Media - Impaired Driving	The District Board of Trustees of Tallahassee Community College	M5PEM-2022-00192	Impaired Driving Professional Sports Marketing	\$0	\$2,000,000
405d (Impaired Driving)	Paid Media - Motorcycle Safety	The Center for Urban Transportation Research	M5PEM-2022-00318	Impaired Motorcyclist Media Campaign	\$0	\$500,000
405d (Impaired Driving)	Impaired Driving	Clewiston Police Department	M5PEM-2022-00331	Impairment Detection and Enforcement Project	\$0	\$10,000
405d (Impaired Driving)	Paid Media - Impaired Driving	FDOT State Safety Office	M5PEM-2022-00336	Impaired Driving Statewide Media Campaign	\$0	\$2,000,000
405d (Impaired Driving)	Impaired Driving	Palm Beach County Sheriff's Office	M5SC-2022-00351	Expanded Scope & Capacity of Toxicology Testing for Impaired Driving Investigations	\$0	\$331,025
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Office of the Executive Director	M5TR-2022-00039	Legal Training for Driving Under the Influence (DUI) Administrative Hearings	\$0	\$35,500
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00132	Advanced Roadside Impaired Driving Enforcement (ARIDE)	\$0	\$150,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00144	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development	\$0	\$35,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00154	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	\$0	\$75,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00155	Medical Foundations of Visual Systems Testing	\$0	\$45,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00156	Advanced Marijuana Impaired Driving Detection for Law Enforcement	\$0	\$45,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00157	Sobriety Checkpoint Operations	\$0	\$30,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00158	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	\$0	\$225,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00159	Drug Evaluation and Classification Program	\$0	\$652,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00162	Drug Recognition Expert (DRE) Preparatory Class	\$0	\$25,000
405d (Impaired Driving)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	M5TR-2022-00172	DUI: Roadside to Courtroom	\$0	\$70,000
405d (Impaired Driving)	Impaired Driving	Institute of Police Technology and Management (IPTM)	M5X-2022-00072	Impaired Driving Media Awareness Survey	\$0	\$71,000
405d (Impaired Driving)	Police Traffic Services LEL	Institute of Police Technology and Management (IPTM)	M5X-2022-00079	Florida Law Enforcement Liaison Impaired Driving Awareness Program	\$0	\$75,000
405d (Impaired Driving)	Impaired Driving	Mothers Against Drunk Driving (MADD)	M5X-2022-00126	Mothers Against Drunk Driving (MADD) Florida Safe and Aware	\$0	\$295,000
405d (Impaired Driving)	Impaired Driving	Institute of Police Technology and Management (IPTM)	M5X-2022-00130	Drug Recognition Expert (DRE) Call-Out	\$0	\$55,000
402 (Grants)	Motorcycle Safety	Jacksonville Sheriff's Office	MC-2022-00012	Safe Motorcycle and Rider Techniques (SMART)	\$25,000	\$25,000
402 (Grants)	Motorcycle Safety	City of Daytona Beach Police Department	MC-2022-00014	Increasing the Safety of Motorcyclists Through Enforcement and Education	\$55,000	\$55,000
402 (Grants)	Motorcycle Safety	Citrus County Sheriff's Office	MC-2022-00020	Motorcycle Safety and Education	\$30,000	\$30,000
402 (Grants)	Motorcycle Safety	Hillsborough County Sheriff's Office	MC-2022-00025	Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	\$195,000	\$195,000
402 (Grants)	Motorcycle Safety	Broward Sheriff's Office	MC-2022-00037	Broward Motorcycle Safety and Enforcement Program	\$125,000	\$125,000
402 (Grants)	Motorcycle Safety	Key West Police	MC-2022-00042	Motorcycle and Scooter Enforcement Project	\$75,000	\$75,000
402 (Grants)	Motorcycle Safety	Monroe County Sheriff's Office	MC-2022-00044	Motorcycle Safety	\$61,000	\$61,000
402 (Grants)	Motorcycle Safety	University of Miami	MC-2022-00069	Motorcycle Education and Injury Prevention Program in Trauma Center	\$260,000	\$260,000



Type of Funding	Final Priority Area	Implementing Agency	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding Amount
402 (Grants)	Motorcycle Safety	Institute of Police Technology and Management (IPTM)	MC-2022-00076	Motorcycle Awareness Survey	\$0	\$71,000
402 (Grants)	Motorcycle Safety	Collier County Sheriff's Office	MC-2022-00089	Citizen Motorcycle Class	\$51,000	\$51,000
402 (Grants)	Motorcycle Safety	Florida State University Police Department	MC-2022-00098	Preventing Street Racing Through Legal Alternatives	\$106,000	\$106,000
402 (Grants)	Motorcycle Safety	Miami Beach Police Department	MC-2022-00123	Motorcycle Safety Campaign	\$75,000	\$75,000
402 (Grants)	Motorcycle Safety	Ocala Police Department	MC-2022-00178	Motorcycle Safety Program	\$20,000	\$20,000
402 (Grants)	Motorcycle Safety	Tampa Police Department	MC-2022-00180	Tampa <b>SMART</b> Safe Motorcycle and Rider Techniques (SMART)	<del>\$194,000</del> <del>\$224,000</del>	<del>\$194,000</del> <del>\$224,000</del>
<del>402 (Grants)</del>	<del>Motorcycle Safety</del>	<del>City of Miami Police Department</del>	<del>MC-2022-00237</del>	<del>Motorcycle Safety Initiative Overtime Patrol Project</del>	<del>\$80,000</del>	<del>\$80,000</del>
402 (Grants)	Motorcycle Safety	Sunrise Police Department	MC-2022-00260	Motorcyclist Safety and Education Initiative	\$50,000	\$50,000
402 (Grants)	Motorcycle Safety	Gainesville Police Department	MC-2022-00273	City of Gainesville Motorcycle and Scooter Safety Education Program	\$65,000	\$65,000
402 (Grants)	Motorcycle Safety	Boynton Beach Police Department	MC-2022-00280	Boynton Beach Motorcycle Safety Initiative	\$40,000	\$40,000
402 (Grants)	Motorcycle Safety	Osceola County Sheriff's Office	MC-2022-00284	Safe Motorcycle and Rider Techniques	\$73,000	\$73,000
402 (Grants)	Motorcycle Safety	SOUTH DAYTONA POLICE	MC-2022-00296	Motorcycle Safety Program	\$18,000	\$18,000
402 (Grants)	Motorcycle Safety	Fort Lauderdale Police Department	MC-2022-00309	Fort Lauderdale Police Motorcycle Safety Campaign	\$30,000	\$30,000
402 (Grants)	Motorcycle Safety	The Center for Urban Transportation Research	MC-2022-00311	Florida's Comprehensive Motorcycle Safety Program	\$0	\$515,000
402 (Grants)	Motorcycle Safety	The Center for Urban Transportation Research	MC-2022-00314	Statewide Implementation of Mentorship Program for Every Rider (MEPER)	\$0	\$100,000
402 (Grants)	Motorcycle Safety	The Center for Urban Transportation Research	MC-2022-00315	Motorcycle Program Evaluation and Data Collection	\$0	\$130,000
402 (Grants)	Occupant Protection and Child Passenger	Tallahassee Police Department	OP-2022-00015	Occupant Protection Enforcement	\$50,000	\$50,000
<del>402 (Grants)</del>	<del>Occupant Protection and Child Passenger</del>	<del>Apopka Police Department</del>	<del>OP-2022-00024</del>	<del>Seat Belts Save Lives</del>	<del>\$10,000</del>	<del>\$10,000</del>
402 (Grants)	Occupant Protection and Child Passenger	West Palm Beach Police Department	OP-2022-00055	Occupant Protection	\$108,000	\$108,000
402 (Grants)	Occupant Protection and Child Passenger	Miami-Dade Police Department	OP-2022-00061	Miami-Dade Occupant Protection and Child Passenger Safety Program	\$200,000	\$200,000
402 (Grants)	Police Traffic Services - LEL	Institute of Police Technology and Management (IPTM)	OP-2022-00080	Florida Law Enforcement Liaison Occupant Protection Awareness Program	\$75,000	\$75,000
402 (Grants)	Occupant Protection and Child Passenger	Lake City Police Department	OP-2022-00101	Strategic Traffic Enforcement Program for Occupant Protection	\$25,000	\$25,000
402 (Grants)	Occupant Protection and Child Passenger	Miami Beach Police Department	OP-2022-00125	Occupant Protection and Child Passenger Safety	\$75,000	\$75,000
402 (Grants)	Occupant Protection and Child Passenger	Live Oak Police Department	OP-2022-00176	Occupant Protection	\$20,000	\$20,000
402 (Grants)	Occupant Protection and Child Passenger	DeFuniak Springs Police Department	OP-2022-00207	Occupant Protection and Child Passenger Safety Subgrant	\$15,000	\$15,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Delray Beach Police Department	OP-2022-00209	Delray Beach Police Occupant Protection and Child Passenger Safety	\$60,000	\$60,000
402 (Grants)	Occupant Protection and Child Passenger	Boynton Beach Police Department	OP-2022-00223	Boynton Beach Occupant Protection and Child Passenger Safety Program	\$35,000	\$35,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Wauchula Police Department	OP-2022-00250	Wauchula Police Department Occupant Protection and Child Safety Program	\$20,000	\$20,000
402 (Grants)	Occupant Protection and Child Passenger	Homestead Police Department	OP-2022-00267	South Miami Dade County Occupant Protection Program	\$55,000	\$55,000
402 (Grants)	Occupant Protection and Child Passenger Safety	Palm Beach Gardens Police Department	OP-2022-00269	Palm Beach Gardens Police Department Occupant Protection Initiative	\$30,000	\$30,000



Type of Funding	Final Priority Area	Implementing Agency	Subgrant Project Number	Subgrant Project Title	Local Benefit	Final Funding Amount
402 (Grants)	Occupant Protection and Child Passenger	University of Florida	OP-2022-00281	Florida Occupant Protection Coalition	\$0	\$115,000
402 (Grants)	Occupant Protection and Child Passenger	Tampa Police Department	OP-2022-00283	Sit Tight and Belt Right	\$175,000	\$175,000
402 (Grants)	Occupant Protection and Child Passenger	Palm Beach County Sheriff's Office	OP-2022-00299	Palm Beach County Occupant Protection Strategy	\$150,000	\$150,000
402 (Grants)	Occupant Protection and Child Passenger	Gainesville Police Department	OP-2022-00329	City of Gainesville Occupant Protection Program	\$30,000	\$30,000
<del>402 (Grants)</del>	<del>Occupant Protection and Child Passenger</del>	<del>Clewiston Police Department</del>	<del>OP-2022-00330</del>	<del>Occupant Protection Project</del>	<del>\$5,000</del>	<del>\$5,000</del>
402 (Grants)	Planning and Administration	The District Board of Trustees of Tallahassee Community College	PA-2022-00196	Traffic Safety Support	\$0	<del>\$200,000</del> \$320,000
402 (Grants)	Planning and Administration	FDOT State Safety Office	PA-2022-00337	Operation of the Highway Traffic Safety Grant Section	\$0	\$350,000
402 (Grants)	Planning and Administration	FDOT State Safety Office	PA-2022-00338	Highway Safety Travel and Training	\$0	\$20,000
402 (Grants)	Paid Media - Work Zone Safety	Center for Urban Transportation Research	PM-2022-00108	Work Zone Safety Media Campaign	\$0	\$750,000
402 (Grants)	Paid Media - Motorcycle Safety	The Center for Urban Transportation Research	PM-2022-00319	Motorcycle Safety Media Campaign	\$0	\$440,000
402 (Grants)	Paid Media -	FDOT State Safety Office	PM-2022-00334	Distracted Driving Media Campaign	\$0	\$750,000
402 (Grants)	Paid Media - Railroad Safety	FDOT State Safety Office	PM-2022-00335	Railroad Crossing Safety Media Campaign	\$0	\$750,000
402 (Grants)	Paid Media - Speeding and Aggressive Driving	FDOT State Safety Office	PM-2022-00339	Stop Speeding Safety Campaign	\$0	\$750,000
402 (Grants)	Pedestrian and Bicycle Safety	Institute of Police Technology and Management (IPTM)	PS-2022-00085	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program	\$0	\$100,000
402 (Grants)	Pedestrian and Bicycle Safety	Center for Urban Transportation Research	PS-2022-00106	Peer-to-Peer University Bicyclist and Pedestrian Safety Education and Outreach Program	\$0	\$56,000
402 (Grants)	Pedestrian and Bicycle Safety	Institute of Police Technology and Management (IPTM)	PS-2022-00122	Pedestrian and Bicycle Program Evaluation and Data Collection	\$0	\$330,000
402 (Grants)	Pedestrian and Bicycle Safety	Institute of Police Technology and Management (IPTM)	PS-2022-00141	Florida's Comprehensive Pedestrian and Bicycle Safety Program	\$0	<del>\$705,000</del> \$587,850
402 (Grants)	Pedestrian and Bicycle Safety	University of Florida Board of Trustees	PS-2022-00276	Pedestrian and Bicycle Safety Outreach and Support	\$0	<del>\$42,000</del> \$553,850
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2022-00029	Speed Measurement Instructor Training	\$30,000	\$30,000
402 (Grants)	Public Traffic Safety Professionals Training	The District Board of Trustees of Tallahassee Community College	PT-2022-00058	Speed Measurement Training	\$45,000	\$45,000
402 (Grants)	Police Traffic Services - LEL	Institute of Police Technology and Management (IPTM)	PT-2022-00065	Florida Law Enforcement Liaison Program	\$0	\$975,000
402 (Grants)	Police Traffic Services - LEL	Institute of Police Technology and Management (IPTM)	PT-2022-00078	Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event	\$0	\$150,000
402 (Grants)	Police Traffic Services - LEL	Institute of Police Technology and Management (IPTM)	PT-2022-00081	Region IV Law Enforcement Liaison Conference	\$0	\$45,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00145	Crash Data Retrieval (CDR) Tool Technician	\$40,000	\$40,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00149	Digital Photography for Traffic Crash Investigators	\$35,000	\$35,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00150	Energy Methods and Damage Analysis in Traffic Crash Reconstruction	\$36,000	\$36,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00151	Event Data Recorder Use in Traffic Crash Reconstruction - Level I	\$40,000	\$40,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00152	Event Data Recorder Use in Traffic Crash Reconstruction - Level II	\$40,000	\$40,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00153	Forensic Evidence from Crash Fatalities	\$25,000	\$25,000
402 (Grants)	Public Traffic Safety Professionals Training	Institute of Police Technology and Management (IPTM)	PT-2022-00160	Human Factors in Traffic Crash Reconstruction	\$40,000	\$40,000

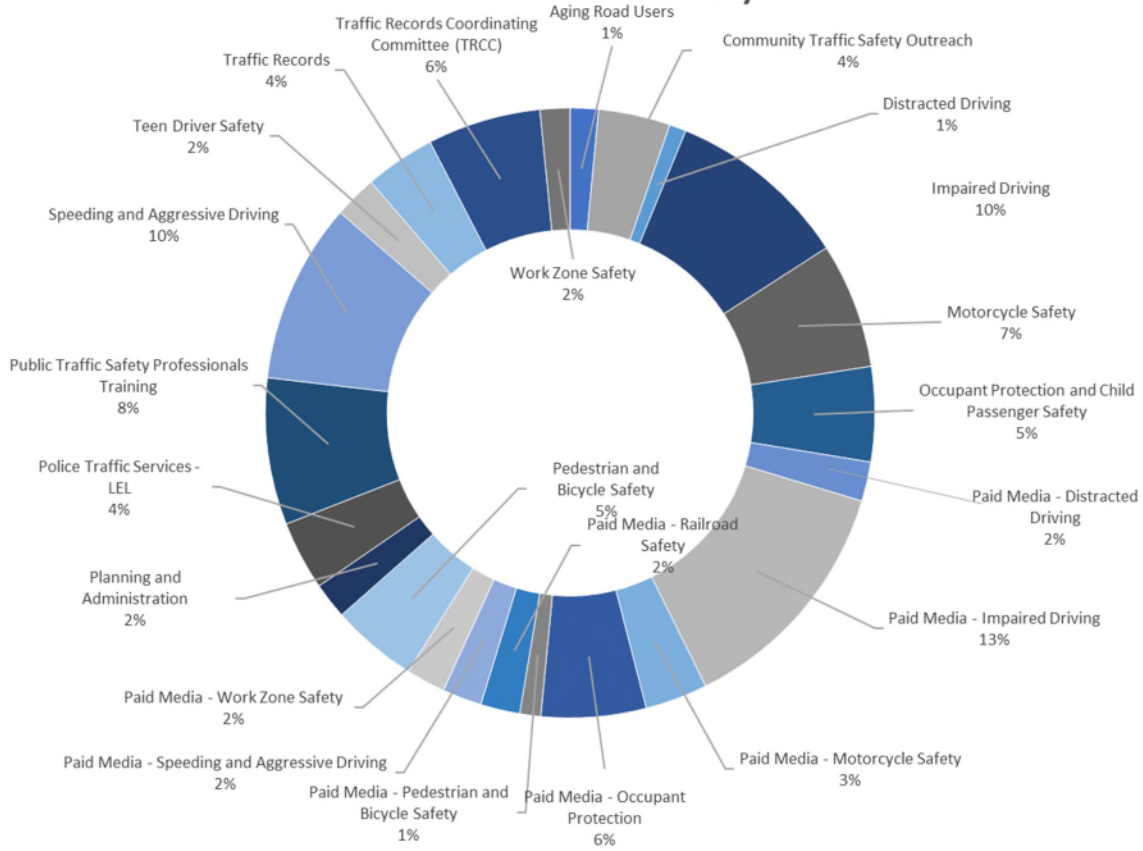


# FINANCIAL SUMMARY

## FY 2022 Highway Safety Plan FDOT Financial Summary

Sum of Final Funding Amount	Funding Source					Grand Total	
	402 (Grants)	405b (Occupant Protection)	405c (Traffic Records)	405d (Impaired Driving)	405f (Motorcyclist Safety)		405h (Non-Motorized Safety)
<b>FDOT Program Areas</b>							
Aging Road Users	\$ 538,000					\$ 538,000	
Community Traffic Safety Outreach	\$ 1,372,000					\$ 1,372,000	
Distracted Driving	\$ 321,000					\$ 321,000	
Impaired Driving	\$ 285,000			\$ 3,202,525		\$ 3,487,525	
Motorcycle Safety	\$ 2,394,000					\$ 2,394,000	
Occupant Protection and Child Passenger Safety	\$ 1,163,000	\$ 646,000				\$ 1,809,000	
Paid Media - Distracted Driving	\$ 750,000					\$ 750,000	
Paid Media - Impaired Driving				\$ 4,675,000		\$ 4,675,000	
Paid Media - Motorcycle Safety	\$ 440,000			\$ 500,000	\$ 252,000	\$ 1,192,000	
Paid Media - Occupant Protection		\$ 2,000,000				\$ 2,000,000	
Paid Media - Pedestrian and Bicycle Safety						\$ 400,000	
Paid Media - Railroad Safety	\$ 750,000					\$ 750,000	
Paid Media - Speeding and Aggressive Driving	\$ 750,000					\$ 750,000	
Paid Media - Work Zone Safety	\$ 750,000					\$ 750,000	
Pedestrian and Bicycle Safety	\$ 1,627,700					\$ 20,000	
Planning and Administration	\$ 690,000					\$ 690,000	
Police Traffic Services - LEL	\$ 1,245,000			\$ 75,000		\$ 1,320,000	
Public Traffic Safety Professionals Training	\$ 961,000			\$ 1,437,500		\$ 400,000	
Speeding and Aggressive Driving	\$ 3,439,000					\$ 3,439,000	
Teen Driver Safety	\$ 813,676					\$ 813,676	
Traffic Records	\$ 1,344,000					\$ 1,344,000	
Traffic Records Coordinating Committee (TRCC)			\$ 2,161,184			\$ 2,161,184	
Work Zone Safety	\$ 569,000					\$ 569,000	
<b>Grand Total</b>	<b>\$ 20,202,376</b>	<b>\$ 2,646,000</b>	<b>\$ 2,161,184</b>	<b>\$ 9,890,025</b>	<b>\$ 252,000</b>	<b>\$ 820,000</b>	<b>\$ 35,971,585</b>

## FY 2022 Highway Safety Plan FDOT Financial Summary

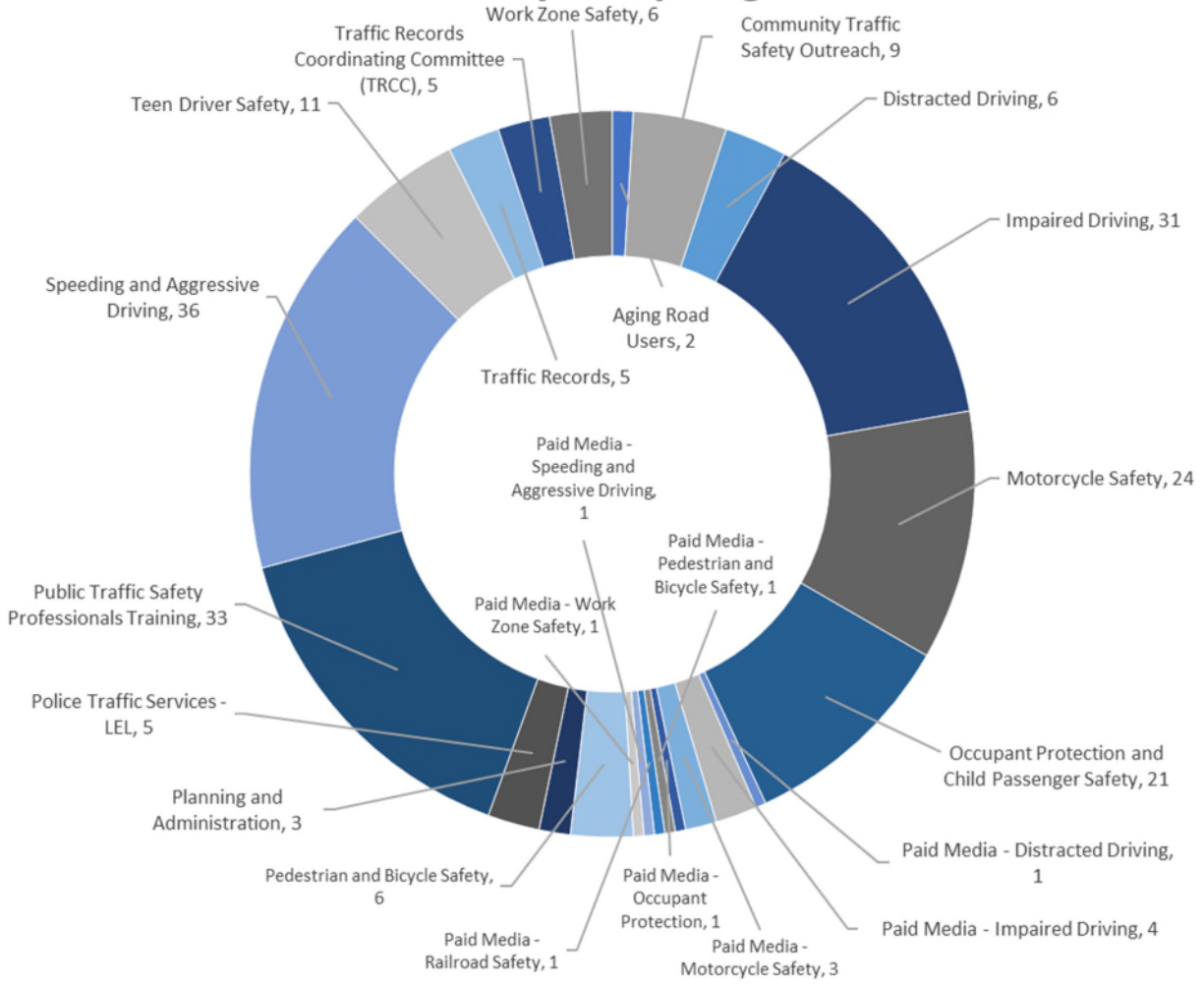


# PROJECT COUNT

## FY 2022 Highway Safety Plan Count of Projects

FDOT Program Areas	Count of Subgrant Project Number	Sum of Final Funding Amount
Aging Road Users	3 \$	538,000
Community Traffic Safety Outreach	9 \$	1,372,000
Distracted Driving	6 \$	321,000
Impaired Driving	32 \$	3,487,525
Motorcycle Safety	24 \$	2,394,000
Occupant Protection and Child Passenger Safety	21 \$	1,809,000
Paid Media - Distracted Driving	1 \$	750,000
Paid Media - Impaired Driving	4 \$	4,675,000
Paid Media - Motorcycle Safety	3 \$	1,192,000
Paid Media - Occupant Protection	1 \$	2,000,000
Paid Media - Pedestrian and Bicycle Safety	1 \$	400,000
Paid Media - Railroad Safety	1 \$	750,000
Paid Media - Speeding and Aggressive Driving	1 \$	750,000
Paid Media - Work Zone Safety	1 \$	750,000
Pedestrian and Bicycle Safety	6 \$	1,647,700
Planning and Administration	3 \$	690,000
Police Traffic Services - LEL	5 \$	1,320,000
Public Traffic Safety Professionals Training	33 \$	2,798,500
Speeding and Aggressive Driving	47 \$	3,439,000
Teen Driver Safety	11 \$	813,676
Traffic Records	5 \$	1,344,000
Traffic Records Coordinating Committee (TRCC)	5 \$	2,161,184
Work Zone Safety	6 \$	569,000
<b>Grand Total</b>	<b>229 \$</b>	<b>35,971,585</b>

## FY 2022 Highway Safety Plan Number of Projects by Program Area





# \$5,000 EQUIPMENT LIST

## Florida FY2022 HSP - \$5,000 Equipment List

FDOT Program Area					
Implementing Agency / Project Name	Project Number	Funding Source	Item	Maximum Units	Maximum Unit Cost
<b>Aging Road Users</b>					
N/A					
<b>Community Traffic Safety Outreach</b>					
N/A					
<b>Distracted Driving</b>					
N/A					
<b>Impaired Driving</b>					
Okeechobee County Sheriff's Office / Enhanced Impaired Driving Enforcement	MSHVE-2022-00246	405 (d)	In-Car Video System	1	\$18,000
City of Orlando / Orlando Police Department Impaired Driving Enforcement Team	MSHVE-2022-00041	405 (d)	Fatal Vision Opioid Program Kit	1	\$6,000
Port Richey Police Department / Impaired Driving Subgrant	MSHVE-2022-00225	405 (d)	Intoxilyzer and Printer	1	\$9,000
<b>Motorcycle Safety</b>					
Tampa Police Department / Safe Motorcycle and Rider Techniques (SMART)	MC-2022-00180	402	Pickup Truck	1	\$55,000
Florida State University Police Department / Preventing Street Racing Through Legal Alternatives	MC-2022-00098	402	Trailer	1	\$11,000
<b>Occupant Protection</b>					
N/A					
<b>Paid Media</b>					
N/A					
<b>Pedestrian and Bicycle Safety</b>					
N/A					
<b>Planning and Administration</b>					
N/A					
<b>Police Traffic Services – LEL</b>					
Institute of Police Technology and Management (IPTM) / Florida Law Enforcement Liaison Program	PT-2022-00065	402	Minivan	1	\$25,000

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## Florida FY2022 HSP - \$5,000 Equipment List

Public Traffic Safety Professionals Training					
N/A					
Speeding and Aggressive Driving					
Cape Coral Police Department / Cape Coral Speed and Aggressive Driving Enforcement	SC-2022-00008	402	Speed Measurement and Message Board Combo Trailer	1	\$21,500
Citrus County Sheriff's Office / Just Drive Citrus	SC-2022-00019	402	Speed Measurement and Message Board Combo Trailer	2	\$20,000
City of Miami Police Department / Speed and Aggressive Driving Enforcement Saturation Patrol Project	SC-2022-00236	402	Digital Radar Speed Signs	3	\$6,666
Panama City Police Department / Speed and Aggressive Driving Reduction	SC-2022-00310	402	Speed Measurement Trailer	1	\$8,500
			Message Board	1	\$16,000
Pinellas Park Police Department / Speed Enforcement Program	SC-2022-00112	402	Speed Trailer	1	\$8,500
Sarasota Police Department / Speed and Aggressive Driving Subgrant	SC-2022-00183	402	Speed Measurement and Message Board Combo Trailer	1	\$20,000
Teen Driver Safety					
N/A					
Traffic Records					
Florida State University (FSU) / Electronic License and Vehicle Information System (ELVIS)	TR-2022-00219	402	Server	1	\$10,000
Work Zone Safety					
City of Miramar / Work Zone Safety Initiatives	RS-2022-00087	402	Message Board	1	\$14,000
Sarasota Police Department / Work Zone Safety	RS-2022-00185	402	Speed Message Board	1	\$20,000
Washington County Sheriff's Office / Increasing Safety and Reducing Work Zone Crashes	RS-2022-00275	402	Speed Message Board	1	\$20,000

**Buy America Act:** All items included on this list will comply with all applicable standards, orders, and regulations issued pursuant to the Buy America Act, Buy America Act Waiver (Docket No. NHTSA-2015-0065) and NHTSA Guidance Buy American Act Procedure for Highway Safety Grant Programs (revised 11-20-2015).

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# APPENDIX A - CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS

## **Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2022 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)**

*[Each fiscal year, the Governor’s Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: Florida

Fiscal Year: 2022

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

### **GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

### **INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;



- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

### **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;



- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (c), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - 1. The dangers of drug abuse in the workplace;
  - 2. The grantee's policy of maintaining a drug-free workplace;
  - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
  - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
  - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - 1. Abide by the terms of the statement;
  - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (c), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - 1. The dangers of drug abuse in the workplace;
  - 2. The grantee's policy of maintaining a drug-free workplace;
  - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
  - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
  - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - 1. Abide by the terms of the statement;
  - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;



- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (c), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - 1. The dangers of drug abuse in the workplace;
  - 2. The grantee's policy of maintaining a drug-free workplace;
  - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
  - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
  - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - 1. Abide by the terms of the statement;
  - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (c), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - 1. The dangers of drug abuse in the workplace;
  - 2. The grantee's policy of maintaining a drug-free workplace;
  - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
  - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
  - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - 1. Abide by the terms of the statement;
  - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;



Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier Covered Transactions

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:*

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.



### **BUY AMERICA ACT**

**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

### **PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**

**(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

### **POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

### **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

## SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
  - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Submission of information regarding mobilization participation into the HVE Database;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;



- An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).  
(23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

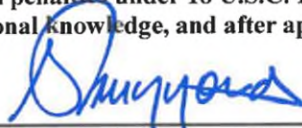
The State: **[CHECK ONLY ONE]**

Certifies that automated traffic enforcement systems are not used on any public road in the States;

OR

Is unable to certify that automated traffic enforcement systems are not use on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 U.S.C. 402(c)(4)(C) AND will submit the survey results to the NHTSA Regional Office no later than March 1, 2022.

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**



6/24/2021

Signature Governor's Representative for Highway Safety

Date

**Courtney Drummond, P.E.**

Printed name of Governor's Representative for Highway Safety

# APPENDIX B – APPLICATION REQUIREMENTS FOR SECTION 405 GRANTS

## Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 Grants

*[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor’s Representative for Highway Safety must sign the Certifications and Assurances.]*

State: Florida

Fiscal Year: 2022

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**Instructions:** Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

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### ■ PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

[Check the box above **only** if applying for this grant.]

#### All States:

[Fill in **all** blanks below.]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State’s occupant protection program area plan for the upcoming fiscal year is provided in the HSP at \_\_\_\_\_ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State’s planned participation is provided in the HSP at pages 233 and Attachment FL\_405b\_CIOT Participation. \_\_\_\_\_ (location).



- Countermeasure strategies and planned activities demonstrating the State’s active network of child restraint inspection stations are provided in the HSP at pages 236 and Attachment FL\_405b\_Fitting Stations by County \_\_\_\_\_ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Countermeasure strategies and planned activities, as provided in the HSP at pages 238-239 \_\_\_\_\_ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

**Lower Seat Belt Use States Only:**

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

- The State’s **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on 7/1/1986 (date) and last amended on 3/19/2015 (date), is in effect, and will be enforced during the fiscal year of the grant.  
**Legal citation(s):** Florida Statutes 316.614(8).
- The State’s **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.  
**Legal citations:**
  - \_\_\_\_\_ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
  - \_\_\_\_\_ Coverage of all passenger motor vehicles;
  - \_\_\_\_\_ Minimum fine of at least \$25;
  - \_\_\_\_\_ Exemptions from restraint requirements.
- The countermeasure strategies and planned activities demonstrating the State’s **seat belt enforcement plan** are provided in the HSP at \_\_\_\_\_ (location).
- The countermeasure strategies and planned activities demonstrating the State’s **high risk population countermeasure program** are provided in the HSP at \_\_\_\_\_ (location).

■ The State's **comprehensive occupant protection program** is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date May 17-21, 2021 (date);
- Multi-year strategic plan: HSP at Attachment FL-405b\_FPOC Strategic Plan\_June 2020 Addendum (location);
- The name and title of the State's designated occupant protection coordinator is Leilani Gruener, Traffic Safety Program Manager.
- List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at \_\_\_\_\_ (location).

■ The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on May 17-21, 2021 (date) (within 3 years of the application due date);

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■ **PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above **only** if applying for this grant.]*

**All States:**

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

*[Fill in **all** blank for each bullet below.]*

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at page 250 (location).
- The name and title of the State's Traffic Records Coordinator is Melissa Gonzalez, Traffic Safety Program Manager/TRCC Coordinator
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at page 251 and Attachment FL-FY22\_405c\_TRCC Membership (location).
- The State Strategic Plan is provided as follows:
  - Description of specific, quantifiable and measurable improvements at Attachment FL\_FY22\_405c\_Planned Activities Overview (location);
  - List of all recommendations from most recent assessment at: Attachment FL\_FL22\_TR Assessment Priorities (location);
  - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at Attachment FL\_FY22\_TR Assessment Priorities (location);
  - Recommendations not to be addressed, including reasons for not implementing: HSP at Attachment FL\_FY22\_TR Assessment Priorities (location).



- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at FL\_FY22\_405c\_FL\_Quantitative Progress (location).
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on November 21, 2020 (date).

**■ PART 3: IMPAIRED DRIVING COUNTERMEASURES  
(23 CFR 1300.23(D)-(F))**

*[Check the box above **only** if applying for this grant.]*

**All States:**

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

**Mid-Range State Only:**

*[Check **one** box below and fill in **all** blanks under that checked box.]*

■ The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on April 9, 2020 (date).

Specifically –

- HSP at Attachment FL\_FY22\_405d\_FIDC Charter (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at Attachment FL\_FY22\_405d\_Membership List (location) contains the list of names, titles and organizations of all task force members;
- HSP at Attachment FL\_FY22\_405d\_Florida Statewide Impaired Driving Strategic Plan (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

■ The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on April 9, 2020 (date) and continues to use this plan.

**High-Range State Only:**

*[Check one box below and fill in all blanks under that checked box.]*

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State’s impaired driving program conducted on \_\_\_\_\_ (date). Specifically, –

- HSP at \_\_\_\_\_ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at \_\_\_\_\_ (location) contains the list of names, titles and organizations of all task force members;
- HSP at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at \_\_\_\_\_ (location) addresses any related recommendations from the assessment of the State’s impaired driving program;
- HSP at \_\_\_\_\_ (location) contains the planned activities, in detail, for spending grant funds;
- HSP at \_\_\_\_\_ (location) describes how the spending supports the State’s impaired driving program and achievement of its performance targets.

The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the HSP at \_\_\_\_\_ (location).

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**PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

*[Check the box above only if applying for this grant.]*

*[Fill in all blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

\_\_\_\_\_  
\_\_\_\_\_.



**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[Check the box above **only** if applying for this grant.]*

*[Fill in **all** blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

\_\_\_\_\_  
\_\_\_\_\_.

*[Check at least one of the boxes below and fill in **all** blanks under that checked box.]*

*Law citation.* The State provides citations to a law that authorizes a Statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

\_\_\_\_\_  
\_\_\_\_\_.

*Program information.* The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at \_\_\_\_\_ (location).

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**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above **only** if applying for this grant and fill in **all** blanks.]*

**Comprehensive Distracted Driving Grant**

- The State provides sample distracted driving questions from the State's driver's license examination in the HSP at \_\_\_\_\_ (location).
- **Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- \_\_\_\_\_ Prohibition on texting while driving;
- \_\_\_\_\_ Definition of covered wireless communication devices;
- \_\_\_\_\_ Minimum fine of at least \$25 for an offense;
- \_\_\_\_\_ Exemptions from texting ban.

- **Prohibition on Youth Cell Phone Use While Driving**

The State’s youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues and requiring a minimum fine of at least \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- \_\_\_\_\_ Prohibition on youth cell phone use while driving;
  - \_\_\_\_\_ Definition of covered wireless communication devices;
  - \_\_\_\_\_ Minimum fine of at least \$25 for an offense;
  - \_\_\_\_\_ Exemptions from youth cell phone use ban.
- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

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**■ PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[Check the box above **only** if applying for this grant.]*

*[Check at least 2 boxes below and fill in **all** blanks under those checked boxes **only**.]*

**■ Motorcycle riding training course:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Terry L. Rhodes, Executive Director, FLHSMV.
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:  
*[Check at least one of the following boxes below and fill in any blanks.]*

**■ Motorcycle Safety Foundation Basic Rider Course;**

- TEAM OREGON Basic Rider Training;
- Idaho STAR Basic I;
- California Motorcyclist Safety Program Motorcyclist Training Course;
- Other curriculum that meets NHTSA’s Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the HSP at Page 265-266 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.



**■ Motorcyclist awareness program:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Terry L. Rhodes, Executive Director, FLHSMV.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the HSP at pages 263 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the HSP at pages 264 (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions

where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

**□ Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at \_\_\_\_\_ (location).

**□ Impaired driving program:**

- In the HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the HSP at \_\_\_\_\_ (location), countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

**Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at \_\_\_\_\_ (location).

**Use of fees collected from motorcyclists for motorcycle programs:**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**
- The State's law appropriating funds for FY \_\_\_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

**Legal citation(s):** \_\_\_\_\_  
\_\_\_\_\_.

Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the HSP at \_\_\_\_\_ (location).

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**☐ PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)**

*[Check the box above **only** if applying for this grant.]*

*[Fill in **all** applicable blanks below.]*

The State's graduated driver's licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license, was last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

**Learner's Permit Stage –**

**Legal citations:**

- \_\_\_\_\_ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- \_\_\_\_\_ Applicant must pass vision test and knowledge assessment;
- \_\_\_\_\_ In effect for at least 6 months;
- \_\_\_\_\_ In effect until driver is at least 16 years of age;
- \_\_\_\_\_ Must be accompanied and supervised at all times;
- \_\_\_\_\_ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- \_\_\_\_\_ Prohibits use of personal wireless communications device;
- \_\_\_\_\_ Extension of learner's permit stage if convicted of a driving-related offense;
- \_\_\_\_\_ Exemptions from learner's permit stage.

**Intermediate Stage –**

**Legal citations:**

- \_\_\_\_\_ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- \_\_\_\_\_ Applicant must pass behind-the-wheel driving skills assessment;



- \_\_\_\_\_ In effect for at least 6 months;
- \_\_\_\_\_ In effect until driver is at least 17 years of age;
- \_\_\_\_\_ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
- \_\_\_\_\_ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
- \_\_\_\_\_ Prohibits use of personal wireless communications device;
- \_\_\_\_\_ Extension of intermediate stage if convicted of a driving-related offense;
- \_\_\_\_\_ Exemptions from intermediate stage.

**PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)**

*[Check the box above **only** applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]*

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

**PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)**

*[Check the box above **only** if applying for this grant.]*

*[Check one box **only** below and fill in **all** blanks under the checked box **only**.]*

- In the HSP at \_\_\_\_\_ (location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.
- In the HSP at \_\_\_\_\_ (location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. (A State may not receive a racial profiling data collection grant by checking this box for more than 2 fiscal years.)



**In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –**

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

Signature  Governor's Representative for Highway Safety

Date

*6/22/2021*

**Courtney Drummond, P.E.**

Printed name of Governor's Representative for Highway Safety

# Florida's FY 2022 405(B) Occupant Protection Grants

## Occupant Protection Plan

Florida's Occupant Protection Coalition (FOPC) was established in March of 2017, as a result of the NHTSA technical assessment of Florida's occupant protection countermeasures program in March of 2016, and included members from: national, state, and local agencies, organizations, and the private sector representing the occupant protection community; law enforcement; education; public health; and program evaluation and data. The FOPC met four times in 2017 to develop its inaugural strategic plan (2018-2020) and associated action plan. Florida's Occupant Protection Strategic Plan was adopted in December 2017 to guide the Florida Occupant Protection Coalition's (FOPC) efforts to implement the State's 2016 Strategic Highway Safety Plan (SHSP). The plan outlines Florida's occupant protection challenges and specific strategies and actions to reduce the number of unrestrained and improperly restrained occupant fatalities and serious injuries with a vision of zero.

In FY 2021, Florida's SHSP was updated, and the state conducted a National Highway Traffic Safety Administration (NHTSA) occupant protection assessment. To ensure Florida's Occupant Protection Strategic Plan and associated action plan remains aligned with the updated SHSP and draws input from the upcoming occupant protection assessment, the FOPC has elected to extend the existing Occupant Protection Strategic Plan through calendar year 2021. The existing plan remains consistent with Florida's vision of zero transportation fatalities and serious injuries and data analysis confirms that the strategies and actions included in the existing the plan remain focused on the correct target audiences. The FOPC will continue to advance the strategies and actions in the FOPC action plan. With guidance from the updated SHSP and NHTSA occupant protection assessment, the FOPC will update the Occupant Protection Strategic Plan in FY 2022 to guide efforts in 2022–2026. A copy of the current

FOPC Strategic Plan is attached to this application as attachment **FL-FY22\_405b\_FOPC Strategic Plan June 2020-Addendum**.

## Click It or Ticket Mobilization Participation

Each year Florida's LELs are responsible for soliciting and coordinating the participation of Law Enforcement Agencies (LEAs) taking part in the Click It or Ticket campaign wave. The LELs encourage active LEAs participation in the campaign and individual agencies and officers are recognized for their outstanding efforts and accomplishments. Saturation patrols and checkpoints are used during each enforcement period to impact desired results and goals. The agencies must agree to aggressively enforce Florida's primary seat belt and child restraint laws during the enforcement periods. Historically, an average of 200 LEAs participate in each wave. The Florida Highway Patrol also participates in every wave to ensure at least 70 percent of the state is covered. Special enforcement is concentrated in areas identified as having low seat belt use, child restraint use, and high crash/injury rates. Statewide dates of participation in the wave coincide with the NHTSA Memorial Day CIOT campaign wave.

The campaign wave will include the following elements:

- Public Information and Education
- Paid Media
- Digital and Social Media
- Law Enforcement Training
- Enforcement Efforts
- Program Evaluation

### PUBLIC INFORMATION AND EDUCATION

A public information and education program (PI&E) will be conducted in each region prior to enforcement activities. Public Information and Education shall be accomplished by disseminating materials and information to the media and community as provided by the FDOT Safety Office, the Florida Occupant Protection Resource Center, and/or the LELs.

## PAID MEDIA

The FDOT Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote the Click It or Ticket awareness and enforcement efforts during the NHTSA Memorial Day holiday wave. Safety belt messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.

## DIGITAL AND SOCIAL MEDIA

The FDOT Safety CIOT website, [www.clickitfla.com](http://www.clickitfla.com), shall be updated with campaign materials. Social Media to reflect campaign #CIOT, BuckleUpFL, etc. Analytics measuring digital and social media to be provided following the campaign.

## LAW ENFORCEMENT TRAINING

The LELs will continue to provide training to law enforcement officers to promote awareness and encourage strong participation in the Click It or Ticket campaign wave. This training will include topics such as:

- The importance of safety belt use
- The specifics of Florida's seat belt and child restraint laws
- The importance of strong and consistent enforcement in increasing usage rates
- The goals, activities, and enforcement waves of this program
- Attendance at state and national workshops and conferences concerning occupant protection

## ENFORCEMENT EFFORTS

The efforts of participating law enforcement agencies will focus on the following:

- Increasing enforcement of Florida's safety belt and child passenger safety laws

- Increasing seat belt and child restraint usage rates
- Reducing crashes, fatalities, and injuries

In addition to statewide enforcement periods, each region may conduct a local or regionalized enforcement waves. These waves may coincide with events, programs, or other activities specific to the location. LELs and the participating LEAs will set the dates of the local or regional enforcement waves.

## ENFORCEMENT REPORTING

Each LEA that participates in the 2022 campaign wave will be required to report all activities conducted during the enforcement periods to the LEL program via an online reporting system. All applicable forms will be completed and returned in the specified time frame.

## PROGRAM EVALUATION

The overall success of the program will be measured through the following:

- Florida Department of Highway Safety and Motor Vehicles Traffic Crash Facts
- Florida Department of Transportation's Seat Belt and Child Restraint Use in Florida Final Report
- FY 2022 CIOT Public Opinion/Attitude Survey
- The number of LEAs participating in the Click It or Ticket campaign wave.
- The number of seat belt citations written during the Click It or Ticket campaign wave.
- The number of child restraint citations written during the Click It or Ticket campaign wave.
- Analytics measuring digital and social media following the Click It or Ticket campaign wave.



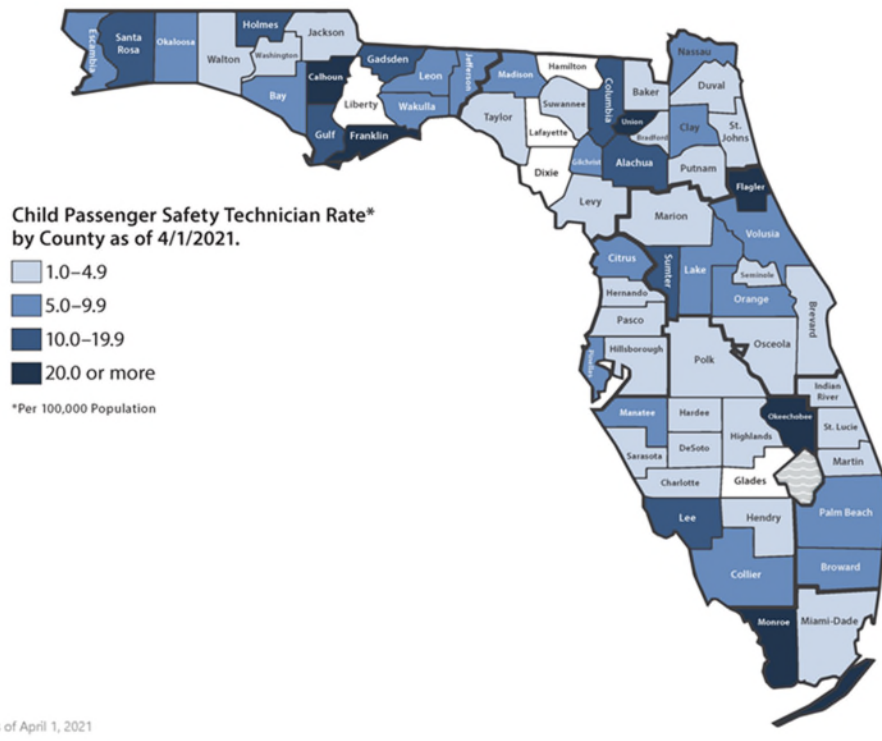
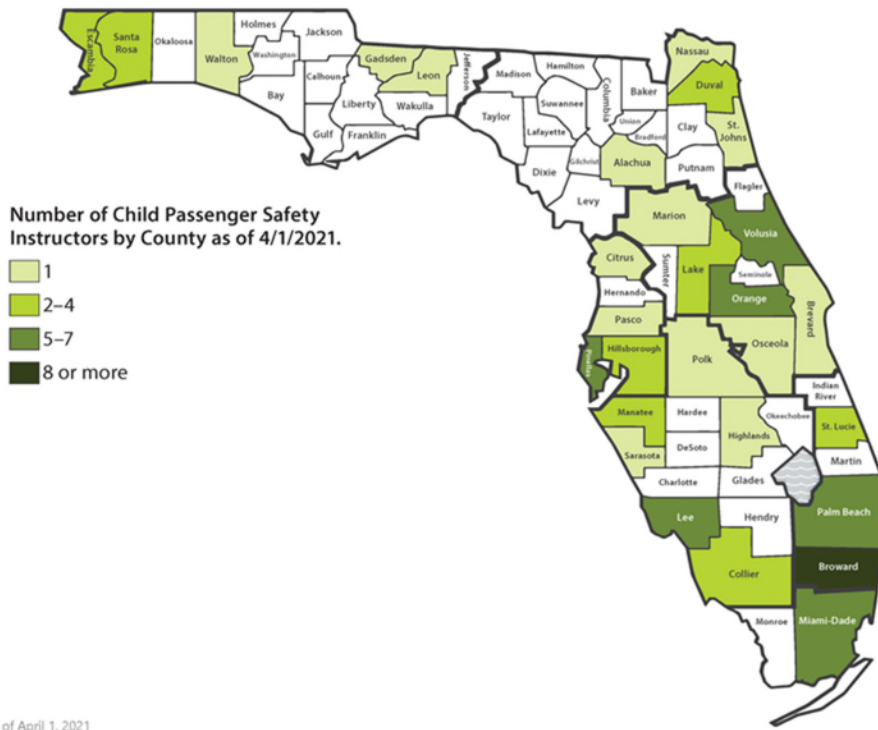
# Active Child Restraint Inspection Stations

	Population 2019 Estimate*	# Stations	Rural/Urban County	FY22 Matrix Top 25% (At-Risk)
Alachua	266,649	3	Urban	No
Baker	28,089	1	Rural	Yes
Bay	179,900	3	Urban	Yes
Bradford	28,455	2	Rural	No
Brevard	593,372	3	Urban	No
Broward	1,927,014	15	Urban	Yes
Calhoun	14,982	0	Rural	No
Charlotte	182,298	1	Urban	No
Citrus	147,735	1	Urban	Yes
Clay	217,109	0	Urban	No
Collier	377,700	2	Urban	No
Columbia	70,614	1	Rural	Yes
Desoto	35,718	1	Rural	Yes
Dixie	16,516	0	Rural	No
Duval	971,842	3	Urban	Yes
Escambia	322,901	2	Urban	No
Flagler	110,636	0	Urban	No
Franklin	12,017	0	Rural	No
Gadsden	47,926	1	Rural	Yes
Gilchrist	17,682	0	Rural	No
Glades	13,098	0	Rural	No
Gulf	16,507	1	Rural	No
Hamilton	14,787	0	Rural	No
Hardee	27,311	0	Rural	Yes
Hendry	40,089	1	Rural	No
Hernando	189,661	2	Urban	No
Highlands	103,391	1	Rural	No
Hillsborough	1,445,243	3	Urban	Yes
Holmes	20,218	1	Rural	No
Indian River	155,308	0	Urban	No
Jackson	50,325	2	Rural	Yes
Jefferson	14,842	1	Rural	No
Lafayette	8,613	0	Rural	No
Lake	354,537	4	Urban	No
Lee	734,630	5	Urban	No
Leon	296,717	3	Urban	No
Levy	41,354	2	Rural	Yes
Liberty	9,167	1	Rural	No
Madison	19,533	1	Rural	No
Manatee	388,729	3	Urban	No
Marion	360,053	4	Urban	No
Martin	158,006	3	Urban	No
Miami-Dade	2,830,500	5	Urban	Yes
Monroe	73,253	1	Rural	No
Nassau	85,135	1	Urban	No
Okaloosa	201,104	3	Urban	No
Okeechobee	41,347	0	Rural	No
Orange	1,389,297	5	Urban	Yes
Osceola	368,678	1	Urban	No
Palm Beach	1,458,576	15	Urban	Yes
Pasco	527,174	2	Urban	No
Pinellas	979,558	9	Urban	Yes
Polk	688,770	5	Urban	No
Putnam	73,012	1	Urban	Yes
Saint Johns	249,734	0	Urban	No
Saint Lucie	309,073	0	Urban	No
Santa Rosa	179,875	3	Urban	No
Sarasota	426,977	4	Urban	No
Seminole	472,775	7	Urban	No
Sumter	130,642	3	Urban	No
Suwannee	45,482	0	Rural	Yes
Taylor	22,652	1	Rural	No
Union	15,985	0	Rural	No
Volusia	539,563	1	Urban	No
Wakulla	32,418	1	Rural	No
Walton	70,352	1	Rural	No
Washington	25,347	1	Rural	No
<b>TOTALS:</b>	<b>21,268,553</b>	<b>147</b>		

Florida has an active network of CPS inspection stations located in areas that service the majority of the State's population. Florida currently has 6 CPS inspection stations that support virtual assistance and a total of 147 CPS Inspection Stations that service 94% of the state, which includes service for over 63% of Florida's rural counties and almost 89% of At-Risk counties. Each station is staffed with at least one CPST. Population estimates from the Florida Legislature, Office of Economic and Demographic Research and the locations of Florida's inspection stations were used to determine the population covered. A list of Florida's active CPS Inspection Station locations is provided as attachment [FL\\_FY22\\_405b\\_CPS Fitting Stations by County](#)

	# of Counties Covered	# Stations	Population Served	% Category Served
<b>All Counties:</b>	51	147	19,998,873	94.0%
<b>Rural Counties:</b>	24	18	765,834	63.3%
<b>Urban Counties:</b>	33	114	19,147,503	86.5%
<b>At-Risk Counties:</b>	18	68	11,704,014	88.9%

In addition, the FDOT State Safety Office awarded subgrant funding in FY 2021 for the development of a CPS Fitting Station Database and Mapping website that will allow users to easily locate fitting stations nearby. The University of Florida's Institute for Mobility, Activity, and Participation will house and maintain the Florida CPS Seat Fitting Station Database and Mapping System. This project will reduce injuries and fatalities amongst the state's youngest citizens by providing an interactive database for parents and caregivers to locate certified CPS technicians working at child restraint fitting stations across Florida where individuals can get help installing their child's car seat. This program supports the work of the Florida Occupant Protection Coalition and the strategies of Florida's Occupant Protection Strategic Plan.



# Child Passenger Safety Technical and Instructor Plan

Florida plans to recruit, train and maintain a sufficient number of certified child passenger safety (CPS) technicians to have a least one CPS technician (CPST) per CPS inspection station and a rate of 5 CPSTs per 100,000 population in each of Florida's 67 counties.

- Florida has 77 certified CPS Instructors (CPST-I) and 1 instructor candidate
- Florida has 10 certified Technician Proxies
- Florida has 1,014 certified CPS Technicians (CPST)

## RECRUITMENT AND TRAINING

Based on the total number of classes held and technicians trained during FY 2020 and FY 2021 (partial—through the beginning of June), an additional five Certification Courses and one Renewal Course are currently scheduled for FY 2021.

FY 2020 TOTALS		FY 2021 TOTALS*	
Certification Courses:	19	Certification Courses:	16
Renewal Courses:	1	Renewal Courses:	0
Students Certified/Recertified:	138	Students Certified/Recertified:	98

\*As of June 6, 2021

For those in need of assistance with certification fees, the Florida Occupant Protection Resource Center (FOPRC) offers scholarships to pay for the Safe Kids Worldwide fee to certify/recertify CPS technicians and/or instructors. As additional encouragement, the FOPRC also offers stipends up to \$1,500 per per course, to CPST-I to teach additional CPS technician certification and certification renewal courses, especially in areas in need of CPSTs.

The following table indicates those priority counties for CPS certification training during the FY 2022 year:

### FY22 CPST Certification Course Priority Counties

2019 State Data

County	# Techs	# Instructors	# Tech Proxies	# Instructor Candidates	Population All Ages	CPST-I Per 100,000*	# Techs Needed
Miami-Dade	69	5	2	0	2,830,500	2.7	66
Hillsborough	44	4	0	0	1,445,243	3.3	25
Duval	29	2	0	0	971,842	3.2	18
Polk	17	1	1	0	688,770	2.8	16
Marion	6	1	0	0	360,053	1.9	12
Brevard	18	1	0	0	593,372	3.2	11
Pasco	15	1	0	0	527,174	3.0	11
St. Johns	10	1	0	0	426,977	2.6	11
Osceola	8	1	0	0	368,678	2.4	10
St. Lucie	11	4	0	1	472,775	3.2	8
Charlotte	3	0	0	0	182,298	1.6	7
Indian River	1	0	0	0	155,308	0.6	7
Hernando	4	0	0	0	189,661	2.1	6
Highlands	2	1	0	0	103,391	2.9	3
Putnam	1	0	0	0	73,012	1.4	3
Sarasota	12	1	0	0	309,073	4.2	3
Clay	9	0	0	0	217,109	4.1	2
DeSoto	0	0	0	0	35,718	0.0	2
Hendry	1	0	0	0	40,089	2.5	2
Martin	6	0	0	0	158,006	3.8	2
Suwannee	1	0	0	0	45,482	2.2	2
Walton	1	1	0	0	70,352	2.8	2
Baker	1	0	0	0	28,089	3.6	1
Bradford	1	0	0	0	28,455	3.5	1
Dixie	0	0	0	0	16,516	0.0	1
Glades	0	0	0	0	13,098	0.0	1
Hamilton	0	0	0	0	14,787	0.0	1
Hardee	1	0	0	0	27,311	3.7	1
Jackson	2	0	0	0	50,325	4.0	1
Lafayette	0	0	0	0	8,613	0.0	1
Levy	2	0	0	0	41,354	4.8	1
Liberty	0	0	0	0	9,167	0.0	1
Taylor	1	0	0	0	22,652	4.4	1
Washington	1	0	0	0	25,347	3.9	1

\*Rate of CPS Techs, Instructors and Proxies per 100,000 based on total population



## RETENTION

In order to maintain a CPST or CPST-I certification, every two years an individual must meet the Safe Kids Worldwide recertification requirements. To encourage recertification, the FOPRC maintains a monthly calendar of events that includes additional opportunities to earn Continuing Education Units (CEUs). In addition, FDOT has partnered with the Florida Department of Health, the agency that oversees Safe Kids Florida, to provide certificates of appreciation to all CPSTs and CPST-Is who recertify each quarter.

In order to identify the reasons why individuals chose whether or not to recertify, and to identify mechanisms to improve Florida's recertification rate, a survey of current and former instructors and technicians was conducted. It was noted that many CPSTs and CPST-Is were not recertifying because the agencies where they work couldn't afford to pay for their recertifications or because they changed careers or job responsibilities.

The FOPRC has increased promotion of the certification/recertification scholarships and use of the instructor stipends. CPST-Is have also been encouraged to conduct additional CPST Certification Courses within counties with lower rates of CPSTs per 100,000 population.

The Child Passenger Safety Emphasis Area of the Florida Occupant Protection Coalition has also been developing additional activities to encourage retention of CPSTs and CPST-Is throughout the state.

## CPS RESOURCES

In addition to the measures taken to recruit and train Florida's CPSTs and CPST-Is provided above, the State continues to actively improve the resources and services provided to meet the needs of CPSTs and CPST-Is.

The lack of CPS resources available and retaining CPSTs and CPST-Is have been major hurdles for Florida. Safety countermeasures are more effective when proper equipment, tools, skills and information are provided. Families and the traveling public must be able to receive



educational materials about occupant protection safety to decrease the fatalities that occur due to the lack of child restraint and safety belt use.

Florida will continue to support our current infrastructure of nationally certified CPS instructors and technicians with the State's subgrant-funded Florida Occupant Protection Resource Center (FOPRC). The FOPRC was established during FY 2012 to serve as a web-based one stop shop for occupant protection and CPS resources and materials for CPS professionals, caregivers, and children.

The FOPRC provides equipment, training, and educational materials on motor vehicle occupant safety elements identified by FDOT. These include child passenger safety, safety belt use and air bag information.

The FOPRC provides the following:

- Scholarships for Florida residents to certify/recertify as a CPST
- Scholarships for Florida residents to certify/recertify as a CPST-I
- Stipends for CPST-I to conduct CPS Technician Certification and Certification Renewal Courses
- CPS educational materials (including the latest version of the LATCH Manual)
- CPS National and State updates
- Monthly calendar of events/training opportunities
- Frequently Asked Questions (FAQ) page for CPS

## SPECIAL NEEDS PROGRAM

During the second year of subgrant funding, the FOPRC continued its growth and services were expanded to include the Special Needs Child Restraint Loaner Program. Any child who cannot be secured in a regular child safety seat due to physical, developmental, behavioral or emotional conditions may be referred to the program for evaluation. This program provides special needs child safety seats/restraints on loan (both short- and long-term loaners) so that parents/caregivers can transport their child safely.

Continuing to serve the state with these resources is critical to reducing fatalities and injuries for unrestrained and/or improperly restrained motor vehicle occupants in Florida. The FOPRC will continue to provide services and information in a timely manner to reach the maximum number of citizens in the State, with a specific focus on low-income families with outreach to the underserved. Equipment, materials, and information will continue to be identified, obtained, and distributed to assist with educational efforts that increase safe occupant protection best practices and help reduce fatalities and injuries.

## Lower Seat Belt Use Criteria

Florida is applying for 405(B) occupant protection funds as a Low Use State and based on the following criteria:

1. Primary enforcement seat belt use statute
2. Seat belt enforcement
3. High risk population countermeasure program
4. Comprehensive protection program assessment

## PRIMARY SEAT BELT USE LAW

Florida's Safety Belt Law (F.S. 316.614) requires use of safety belts by the operator of motor vehicles and all passengers under the age of 18. F.S. 316.614(8), states that any person who violates the provisions of this section commits a nonmoving violation, punishable as provided in F.S. 318, which meets the primary enforcement criterion of this law.

- Requirement for all occupants to be secured in a seat belt is included in section F.S. 316.614.
- F.S. 316.614(8), states that any person who violates the provisions of this section commits a nonmoving violation, punishable as provided in F.S. 318. F.S.318(2) advises the penalty for all nonmoving traffic violations is thirty dollars, which is in accordance with the minimum fine requirement of twenty-five dollars.
- The requirement for all occupants to be secured in an age-appropriate restraint can be found in F.S. 316.614(4).

## SEAT BELT ENFORCEMENT

Florida's Seat Belt Enforcement Plan includes provisions for the State's participation in the Click It or Ticket national mobilization along with sustained seat belt enforcement which covers at least 89% of the locations of the State's unrestrained passenger fatalities and serious injuries. In 2020, Florida elected not to participate in the Click It or Ticket national mobilization due to the limitations and challenges created by COVID-19 but resumed participation in 2021. A list of the agencies that participated in 2019 and are presumed to participate in 2022, representing the 92% participation is included as attachment **FL\_FY22\_405b\_FY22 CIOT Participation**.

## HIGH RISK POPULATION COUNTERMEASURE PROGRAM

Florida's Occupant Protection Plan identifies three high-risk populations: 18–34-year-old male drivers, African American and Hispanic drivers, and pick-up truck drivers. The focus of the high-risk population program is to improve Statewide safety belt use and reduce the number of unbelted fatalities and serious injury crashes among 18–34-year-old male drivers, African American and Hispanic drivers, and pickup truck drivers.

Every year, thousands of people die in motor vehicle crashes. According to National Center for Injury Prevention and Control, motor vehicle crashes are the leading cause of death for people ages 1 to 54 in the United States. The majority of the crash related fatalities can be prevented by using safety belts.

Based on NHTSA, lap/shoulder belts, when used properly, reduce the risk of fatal injury to front-seat passenger car occupants by 45% and the risk of moderate-to-critical injury by 50%. For light truck occupants, safety belts reduce the risk of fatal injury by 60% and moderate-to-critical injury by 65%.

Efforts to reduce the number of traffic-related fatalities and serious injuries involving unrestrained vehicle occupants in Florida continues to be a challenge in the state's goal to reach zero fatalities. The number of passenger occupant fatalities (where restraint use was known) declined by nearly 15 percent from 2007 to 2018 (from 1,813 to 1,540) and the unrestrained percent of these fatalities declined 14-percentage points (24% decrease in number), from 59 percent in 2007 to 45 percent in 2018.

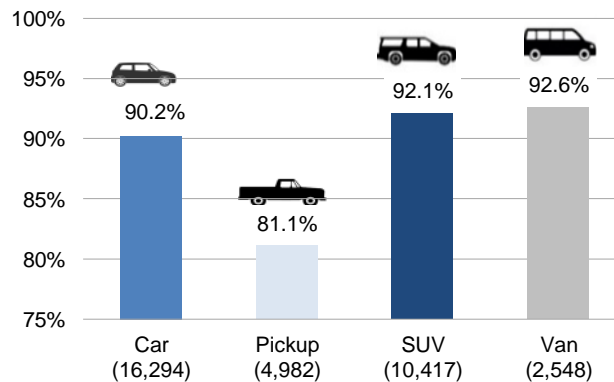
## Restraint Use Among Passenger Vehicle Occupant Fatalities in Florida: 2007–2018

Year	Restraint Used		Not Used		Use Unknown		Totals		% of Known Use	
	#	%	#	%	#	%	All Fatalities	Known Use	Use	Non-Use
2007	735	39%	1,078	57%	66	3.5%	1,879	1,813	41%	59%
2008	686	40%	1,000	58%	42	2.4%	1,728	1,686	41%	59%
2009	626	41%	846	56%	44	2.9%	1,516	1,472	43%	57%
2010	660	47%	706	50%	37	2.6%	1,403	1,366	48%	52%
2011	568	46%	609	49%	65	5.2%	1,242	1,177	48%	52%
2012	610	48%	580	46%	69	6%	1,259	1,190	51%	49%
2013	600	49%	553	45%	64	5%	1,217	1,153	52%	48%
2014	640	53%	511	42%	56	5%	1,207	1,151	56%	44%
2015	780	53%	602	41%	80	6%	1,462	1,382	56%	44%
2016	888	52%	740	44%	65	4%	1,693	1,628	55%	45%
2017	920	56%	670	41%	46	3%	1,636	1,590	58%	42%
2018	847	54%	693	44%	36	2%	1,576	1,540	55%	45%

Source of data in this table and all tables that follow: Fatality Analysis Reporting System (FARS) 2007–2017 Final File and 2018 Annual Report File (ARF).

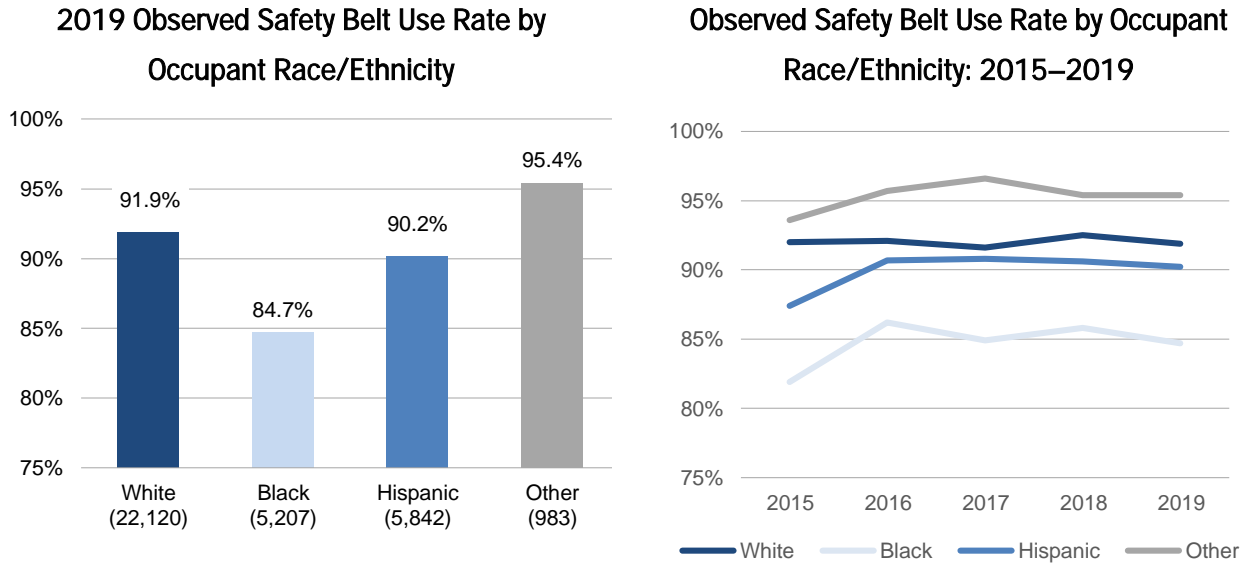
Annually, FDOT conducts a statewide observational safety belt survey. The 2019 survey identified several high-risk populations/groups with low safety belt use. Occupants in pickup trucks wore belts less often (81.1%) compared to occupants in other vehicle types. Occupants in pickup trucks have exhibited lower usage than those in other vehicle types every year of the survey.

### 2019 Observed Safety Belt Use Rate by Vehicle Type





African American occupants wore safety belts less often compared to other race/ethnicities. This has been the case historically and the gap has remained consistent.



**PROPOSED SOLUTION**

The Florida Department of Transportation’s State Safety Office (FDOT) will use education and enforcement as components of the state’s comprehensive high visibility zero tolerance Click It or Ticket (CIOT) Enforcement Mobilization.

**EDUCATION COMPONENT**

*Florida CIOT Paid Media Subgrant.* This subgrant will implement an intensive paid media campaign to increase safety belt and child restraint use, focusing on: males age 18–34, pickup truck drivers, African American and Hispanic populations. Special emphasis also will be directed at the geographical areas with the lowest usage rates. The plan will consist of media development, TV buys, radio buys, and social/digital media.

*Florida Occupant Protection Resource Center.* The Occupant Protection Resource Center serves the entire state as a one-stop-shop for occupant protection-related public information and educational materials, child safety seats, training opportunities, and links to other occupant protection resources. The Resource Center will provide occupant protection

information and materials geared at Florida's low use populations: 18-34 year-old males, African Americans, Hispanics, and pickup truck drivers.

*Florida's Occupant Protection Coalition.* Working in concert with the FDOT State Safety Office, the Occupant Protection Coalition will oversee development of materials and programs to encourage the use of safety belts among Florida's high-risk groups. Information and resources will be made available on the Florida Occupant Protection Coalition and Florida Occupant Protection Resource Center websites.

*Occupant Protection Marketing and Communication Plan.* The plan identifies one main target audience and several sub-target audiences based on fatality and serious injury data provided by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and annual observational safety belt usage surveys. The main target audience is the public with a focus on young males, age 18 to 34. This audience will be reached through the annual Click It or Ticket campaign. Sub-target audiences include low use populations (African Americans, Hispanics, and pickup truck drivers). For each target audience, a secondary target audience or influencer was identified.

Currently Florida concentrates its marketing efforts on encouraging the public, primarily 18 to 34-year-old males, to buckle up through the Click It or Ticket national campaign. The National Highway Traffic Safety Administration (NHTSA) requires all states, to conduct this high visibility enforcement and media efforts each year in May/June. African American and Hispanic residents are also included in the Click It or Ticket campaign through specific tactics (ads in Black College Today and advertising in Spanish language media). Pickup truck drivers are not currently targeted specifically in the Click It or Ticket campaign.

### ***Enforcement Component***

*Florida's LEL Traffic Safety Challenge Subgrant.* IPTM will receive funding to continue the statewide incentive program to encourage Florida law enforcement officers to raise awareness through high-visibility enforcement of the primary safety belt law.

*Florida's Law Enforcement Liaison Program (LEL) will be responsible for soliciting and coordinating the participation of Law Enforcement Agencies (LEAs) taking part in 2022 Florida Law Enforcement Challenge.*

The challenge was implemented to encourage active LEAs participation in the Florida Department of Transportation (FDOT) enforcement waves for incentives, training, and recognition. Law enforcement equipment will be made available to LEAs that actively participate in the program and its enforcement waves. Individual agencies and officers will be recognized for their outstanding efforts and accomplishments throughout the program. Saturation patrols will be used extensively during each enforcement period to impact desired results and goals. The agencies must agree to aggressively enforce Florida's primary seat belt and child restraint laws during the enforcement periods. Historically, Florida averages 200 LEAs that participate in each wave.

The LELs will continue to provide training to law enforcement officers to promote awareness and encourage strong participation in the 2022 Florida Law Enforcement Challenge. This training may include:

- The importance of seat belt use
- The specifics of Florida's seat belt and child restraint laws
- The importance of strong and consistent enforcement in increasing usage rates
- The goals, activities, and enforcement waves of this program
- Attendance at state and national workshops and conferences concerning occupant protection

*FY2022 Highway Traffic Safety Program Subrecipients.* The following local enforcement agencies will receive funding to conduct high visibility safety belt enforcement and education programs during FY 2022. Efforts include presentations to promote safety belt and child restraint use at schools, local civic organizations, and community events, as well as participation in the national Click It or Ticket campaign and enforcement waves.

- Apopka Police Department
- Boynton Beach Police Department
- DeFuniak Springs Police Department
- Delray Beach Police Department
- Gainesville Police Department
- Homestead Police Department
- Lake City Police Department
- Live Oak Police Department
- Miami-Dade Police Department
- Palm Beach County Sheriff's Office
- Palm Beach Gardens Police Department
- Tallahassee Police Department
- Tampa Police Department
- Wauchula Police Department
- West Palm Beach Police Department

## COMPREHENSIVE OCCUPANT PROTECTION PROGRAM

Florida's Occupant Protection Coalition is the comprehensive occupant protection program.

- The last NHTSA facilitated program assessment was conducted within 5 years prior to the application date on May 17-21, 2021.
- The three-year occupant protection strategic Plan is provided as **FL-FY22\_405b\_FOPC Strategic Plan June 2020-Addendum**.
- The name and title of the State's designated occupant protection coordinator is Leilani Gruener, Traffic Safety Program Manager.
- The list of names, titles and organizations of the Florida Occupant Protection Coalition are provided below and also attached as **FL-FY22\_405b\_FOPC Membership List**.

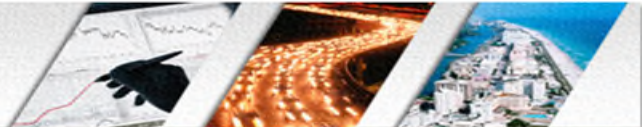
Florida's Occupant Protection Coalition Membership List			
First Name	Last Name	Organization	Field Represented
Amy	Artuso	National Safety Council	Advocacy Group
Andrea	Atran	Florida Department of Transportation—District 2	Community Traffic Safety Team
Michael	Binder	University of North Florida	University System, Research Facilities
Art	Bodenheimer	Florida Police Chiefs Association	Law Enforcement
Melanie	Brocato	Broward Sheriff Fire Rescue	Law Enforcement
Danielle	Campbell	Orlando Police Department	Law Enforcement
Fran	Carlin-Rogers	CarFit	Advocacy Group
Robert	Chaffe	Preusser Research Group	University System, Research Facilities
Ryan	Hathaway	Okeechobee County Fire Rescue	Law Enforcement
Sarah	Haverstick	Goodbaby International	For-Profit Agency
Ginny	Hinton	University of Florida	University System, Research Facilities
Andrew	Hopkins	Public Opinion Research Lab at the University of North Florida	University System, Research Facilities
Carriisa	Johns	Orange County Sheriff's Office	Law Enforcement
Charles	Kane	Florida Law Enforcement Liaison Program	Law Enforcement
Danielle	Kessenger	The PLAYERS Center for Child Health at Wolfson Children's Hospital	Health
Doreen	Kobelo	Florida A&M University, Construction/Civil Engineering Technology	University System, Research Facilities
Sally	Kreuscher	The Children's Hospital of South Florida, Child Advocacy Program	Health
Alan	Mai	Florida Department of Health	State Agency
Marilyn	Merced	Layperson	Layperson
Mostyn	Mullins	Lake Placid Police Department	Law Enforcement
Zakkiyyah	Osuigwe	Escambia-Santa Rosa Safety Coalition	Community Traffic Safety Team
Krista	Ott	Gainesville Fire Rescue	Fire/Rescue
Dewey	Painter	South East American Indian Council, Inc.	Advocacy Group
Thomas	Pikul	Florida Highway Patrol	State Agency
Kelly	Powell	Safe Kids	Advocacy Group
Tonya	Randolph	St. Joseph's Children's Hospital, Child Advocacy Center	Health
Patrick	Riordan	Florida Highway Patrol	State Agency
Gregory	Rittger	Orange County Sheriff's Office	Law Enforcement
Tim	Roberts	Florida Law Enforcement Liaison Program	Law Enforcement
Al	Roop	University of North Florida	University System, Research Facilities
Bob	Smallacombe	Palm Beach County Fire Rescue	Fire/Rescue
Mark	Solomon	Preusser Research Group	University System, Research Facilities
Joe	Steward	Florida Department of Transportation	Community Traffic Safety Team
David	Summers	Health Care District Palm Beach County	Health
Amanda	Thronsdon	Florida Department of Health, Florida Safe Kids Coordinator	Health
Melissa	Valido	Florida SADD	Advocacy Group
Petra	Vybralova	Johns Hopkins All Children's Hospital	Health
Mark	Welch	Department of Highway Safety and Motor Vehicles	State Agency
Morya	Willis	Layperson	Layperson

# Florida's FY2022 405(C) State Traffic Safety Information System Improvements Grants

## Traffic Records Coordinating Committee

- The Florida Traffic Records Coordinating Committee (TRCC) is an active coalition that meets at least quarterly. The last three meeting dates preceding this application were:
  - September 11, 2020
  - December 4, 2020
  - April 9, 2021
- The Florida TRCC Coordinator is Melissa Gonzalez, Traffic Safety Program Manager/TRCC Coordinator within the Florida Department of Transportation State Safety Office.
- Florida TRCC membership includes at least one representative for the core data bases a) Crash, b) Citation or adjudication, c) Driver, d) Emergency Medical Services or Injury surveillance system, e) Roadway and f) Vehicle. A copy of the current TRCC membership is provided below.





Name	Title	System	Agency	Email	Member Status
Beth Allman	Senior Manager	Driver License / History Data, Citation / Adjudication Data	FCCC	<a href="mailto:Allman@flclerks.com">Allman@flclerks.com</a>	Chair
Steve McCoy	EMS Administrator	EMS / Injury Surveillance	FDOH	<a href="mailto:Steve_McCoy@flhealth.gov">Steve_McCoy@flhealth.gov</a>	Vice Chair
Lora Hollingsworth	Chief Safety Officer	Roadway, Crash	FDOT	<a href="mailto:Lora.Hollingsworth@dot.state.fl.us">Lora.Hollingsworth@dot.state.fl.us</a>	EB
Robert Kynoch	Division Director	Driver, Vehicle, Crash, Citation/Adjudication	FLHSMV	<a href="mailto:Robertkynoch@flhsmv.gov">Robertkynoch@flhsmv.gov</a>	EB
Captain Lisa Barnett	FHP Captain	Crash, Citation/Adjudication	FHP / FLHSMV	<a href="mailto:Lisabarnett@flhsmv.gov">Lisabarnett@flhsmv.gov</a>	EB
Deputy Chief Tonya Smith	Deputy Chief	Crash, Citation/Adjudication	Tallahassee Police Department	<a href="mailto:Toniab.smith@talegov.com">Toniab.smith@talegov.com</a>	EB
Chief Virgil Sandlin	Police Chief	Chiefs' Representative	FL Chief's Association	<a href="mailto:Vsandlin@cedarkeyfl.us">Vsandlin@cedarkeyfl.us</a>	EB
Thomas Austin	Management Analyst	Crash	FLHSMV	<a href="mailto:ThomasAustin@flhsmv.gov">ThomasAustin@flhsmv.gov</a>	SC
Seth Barte	Systems Administrator	TraCS	FSU	<a href="mailto:Sethb@tracsflorida.org">Sethb@tracsflorida.org</a>	SC
Dr. Ilir Bejiri	Associate Professor/Principal Investigator	Signal Four Analytics	UF	<a href="mailto:Ilir@ufl.edu">Ilir@ufl.edu</a>	SC
Karen Card	Reporting and Analysis Unit Manager	EMS / Injury Surveillance	FDOH	<a href="mailto:Karen.Card@flhealth.gov">Karen.Card@flhealth.gov</a>	SC
Brenda Clotfelter	EMSTARS Project Manager	EMS / Injury Surveillance	FDOH	<a href="mailto:Brenda_Clotfelter@doh.state.fl.us">Brenda_Clotfelter@doh.state.fl.us</a>	SC
Chris Craig	Traffic Safety Administrator	None	FDOT	<a href="mailto:Chris.craig@dot.state.fl.us">Chris.craig@dot.state.fl.us</a>	SC
Margaret Edwards	Systems Administrator	ELVIS	FSU	<a href="mailto:Medwards@elvisflorida.org">Medwards@elvisflorida.org</a>	SC
Zoe Faulkner	Systems Architect	ELVIS	FSU	<a href="mailto:Zwilliams@elvisflorida.org">Zwilliams@elvisflorida.org</a>	SC
Richie Frederick	Bureau Chief of Records	Driver, Vehicle, Crash, Citation/Adjudication	FLHSMV	<a href="mailto:Richiefrederick@flhsmv.gov">Richiefrederick@flhsmv.gov</a>	SC
Dr. Rupert Giroux	Safety Data Coordinator, Public Transportation Specialist II	Roadway, Crash	FDOT	<a href="mailto:Rupert.Giroux@dot.state.fl.us">Rupert.Giroux@dot.state.fl.us</a>	SC
Benjamin Jacobs	Crash Records & Research Administrator	Roadway, Crash	FDOT	<a href="mailto:Benjamin.jacobs@dot.state.fl.us">Benjamin.jacobs@dot.state.fl.us</a>	SC
Wilton Johnson	Program Manager	Crash	FLHSMV	<a href="mailto:WiltonJohnson@flhsmv.gov">WiltonJohnson@flhsmv.gov</a>	SC
Angela Lynn	Program Manager	Crash, Citation	FLHSMV	<a href="mailto:AngelaLynn@flhsmv.gov">AngelaLynn@flhsmv.gov</a>	SC
Amy Pontillo	Systems Architect	TraCS	FSU	<a href="mailto:Amc@tracsflorida.org">Amc@tracsflorida.org</a>	SC
Michele Snow	Program Manager	Signal Four Analytics	UF	<a href="mailto:Msnov@dcp.ufl.edu">Msnov@dcp.ufl.edu</a>	SC
Melissa Gonzalez	TRCC Coordinator	None	FDOT	<a href="mailto:Melissa.gonzalez@dot.state.fl.us">Melissa.gonzalez@dot.state.fl.us</a>	TRCC Coordinator
Ian Anderson	Data Sharing Project Manager	None	FDLE	<a href="mailto:IanAnderson@fdle.state.fl.us">IanAnderson@fdle.state.fl.us</a>	
David Brand	Law Enforcement Coordinator	Sheriffs' Representative	FL Sheriffs Association	<a href="mailto:Dbrand@flsheriffs.org">Dbrand@flsheriffs.org</a>	
Blake Canter	Support Specialist	Signal Four Analytics	UF	<a href="mailto:Blakecanter@dcp.ufl.edu">Blakecanter@dcp.ufl.edu</a>	
Chief Jeffrey Dixon	FHP Chief	FHP Representative	FHP / FLHSMV	<a href="mailto:Jeffreydixon@flhsmv.gov">Jeffreydixon@flhsmv.gov</a>	
Joey Gordon	Transportation Data Analysis Supervisor	Roadway	FDOT	<a href="mailto:Joey.Gordon@dot.state.fl.us">Joey.Gordon@dot.state.fl.us</a>	
Larry Gowen	Chief Performance Officer	Crash, Citation, Driver, Vehicle	FLHSMV	<a href="mailto:Larry.Gowen@flhsmv.gov">Larry.Gowen@flhsmv.gov</a>	
Danielle King	Traffic Safety Programs Operations Coordinator	None	FDOT	<a href="mailto:Danielle.king@dot.state.fl.us">Danielle.king@dot.state.fl.us</a>	
Scott Lindsay	Chief Data Officer	Crash, Citation, Driver, Vehicle	FLHSMV	<a href="mailto:Scottlindsay@flhsmv.gov">Scottlindsay@flhsmv.gov</a>	
Thomas Rast	Inventory Control Manager	Vehicle, Driver License	FLHSMV	<a href="mailto:Thomasrast@flhsmv.gov">Thomasrast@flhsmv.gov</a>	
Tim Roberts	Law Enforcement Liaison	None	FDOT	<a href="mailto:Coordinator@floridalel.info">Coordinator@floridalel.info</a>	
William Roseburgh	Business Intelligence Analyst	Crash	FHP	<a href="mailto:WilliamRoseburgh@flhsmv.gov">WilliamRoseburgh@flhsmv.gov</a>	
Daniel Shopf	Transportation Analyst	None	Cambridge Systematics	<a href="mailto:Dshopf@camsys.com">Dshopf@camsys.com</a>	
Dr. Lisa Spainhour	Professor / Principal Investigator	TraCS / ELVIS	FSU	<a href="mailto:Spainhour@engfam.fsu.edu">Spainhour@engfam.fsu.edu</a>	
Maya Taylor	Transportation Analyst	None	Cambridge Systematics	<a href="mailto:Mtaylor@camsys.com">Mtaylor@camsys.com</a>	
Deborah Todd	Program Manager	Crash, Citation	FLHSMV	<a href="mailto:Deborahtodd@flhsmv.gov">Deborahtodd@flhsmv.gov</a>	
Brian Watts	Manager, Performance and Trends	Roadway	FDOT	<a href="mailto:Brian.Watts@dot.state.fl.us">Brian.Watts@dot.state.fl.us</a>	
Joel Worrell	Transportation Data Inventory Manager	Roadway	FDOT	<a href="mailto:Joel.Worrell@dot.state.fl.us">Joel.Worrell@dot.state.fl.us</a>	

Updated: 04/12/2021

FCCC- Florida Court Clerks & Comptrollers

FDOH- Florida Department of Health

FLHSMV- Florida Department of Highway Safety & Motor Vehicles

FDLE- Florida Department of Law Enforcement

FDOT- Florida Department of Transportation

FHP- Florida Highway Patrol

FSU- Florida State University

UF- University of Florida

TraCS- Traffic and Criminal Software

ELVIS- Electronic License and Vehicle Information System

EB- Executive Board

SC- Application and/or Data Subcommittee





# State Traffic Records Strategic Plan

The Florida TRCC Strategic Plan describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress. The State tracks and identifies which traffic records assessment recommendations that it does and does not intend to address in the fiscal year and explains the reason for not implementing the recommendations in a separate tracking spreadsheet. A copy of the Florida Traffic Safety Information System TRCC Strategic Plan is provided as attachment **FL\_FY22\_405c\_ Strategic Plan Update**. Florida's action regarding assessment recommendation priorities is provided as attachment **FL\_FY22\_405c\_ TR Assessment Priorities**. A list of the planned traffic records activities for FY 2022 with breakout of performance measures and data system impacts is provided as attachment **FL\_FY22\_405c\_Planned Activities Overview**.

## Proof of Quantitative Improvement

A written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application in relation to one or more of the significant data program attributes is provided as attachment **FL\_FY22\_405c\_FL Quantitative Progress**.

## State Traffic Records Assessment

The date of the most recent Traffic Records assessment is November 21, 2020.

# Florida's FY2022 405(D) Impaired Driving Countermeasures Grants

Florida is submitting this application for 405(D) Impaired Driving Countermeasures Grants as a mid-range State, based NHTSA Fatality on 2,536 alcohol-impaired-driving fatalities and VMT 656,193 between 2016-2018 for alcohol-impaired-driving fatality rate of 0.39 which is within the mid-range qualification 0.30 and 0.60.

## Mid-Range State Requirements

- A State Impaired Driving Task Force with authority and process to develop approve and implement the State Impaired Driving Plan.
- A list of the names, titles, and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system and possibly 24-7 sobriety programs, drivers licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.
- A State Impaired Driving Plan that covers Prevention, Criminal Justice System, Communication programs, Alcohol and other drug use misuse, and Program Evaluation and data.

# Florida's Impaired Driving Coalition Charter



## State of Florida Impaired Driving Coalition (FIDC) Charter

### **Mission**

The mission of the Florida Impaired Driving Coalition (FIDC) is to identify and prioritize the state's most pressing impaired driving issues and to develop and approve a strategic plan to maximize the state's ability to reduce impaired driving crashes, serious injuries, and fatalities. The vast network of partners will work collaboratively to review strategies which have been proven effective in reducing the occurrence of Driving Under the Influence (DUI).

### **Purpose**

The FIDC is a non-legislative, non-judicial, and non-executive body, that functions strictly in an advisory role to the state of Florida, with an emphasis on decreasing the instances of impaired driving statewide. It supports activities to improve prevention, laws, the legal system, the administration of justice, and community awareness of impaired driving issues in Florida, in addition to the treatment and rehabilitation of impaired drivers. This is accomplished through the development of model legislative language, the development of best practices, and analysis of Florida crash and citation data. The FIDC pursues the recommendations of assessments done by the National Highway Traffic Safety Administration, as well as the objectives established by the Florida Strategic Highway Safety Plan.

### **Membership**

The coalition is comprised of individuals who have expertise and familiarity with Florida-specific impaired driving related programs, infrastructure, and needs. Coalition members represent agencies and organizations at the national, state, and local level, law enforcement, judiciary, highway safety advocacy groups, alcohol and drug treatment, educators, and public health officials.

FIDC membership is on a voluntary basis, and members receive no compensation for services. All coalition members must be approved by the Florida Department of Transportation State Safety Office (FDOT) and the agency supporting the coalition subgrant.

All potential coalition members will be asked to complete a coalition application prior to membership status being considered. An application submission does not guarantee coalition membership.

FDOT will review membership applications and may approve membership based on individual qualifications, benefit, and to fill gaps in overall coalition representation.

Coalition members serve at the pleasure of FDOT and the agency supporting the coalition subgrant. Members may be dismissed and have their membership status revoked at any time with or without cause by either FDOT or the agency supporting the coalition subgrant.

Continued membership on the coalition will be based on:

- Attendance and active participation at a majority of the coalition meetings each year unless a designee has been identified or the absence is excused by FDOT.
- Active participation in any assigned FIDC subgroup(s).

#### **Governance of the FIDC**

FDOT oversees the coalition and subgrant activities.

The FIDC will meet at least three times a year. The year shall be the same as the federal fiscal year beginning October 1 and ending September 30.

FDOT will appoint a chair and vice chair from its membership based on representatives' ability and time commitments needed to drive down impaired driving related fatalities in Florida. The vice chair will serve as chair in the chair's absence. FDOT will appoint another chair or vice chair from its membership when the current chair or vice chair are unable to continue serving, or can no longer fulfill their duties.

#### **Subgroups**

The FIDC can create subgroups or technical task teams to perform the work of the coalition and can include representatives from any relevant entity that has an interest in or knowledge of impaired driving related issues. The chair of a technical task team must be a member of the FIDC. Technical task teams can meet as often as needed to perform the work assigned.

# Florida's Impaired Driving Coalition Membership



**KYLE CLARK - CHAIR**  
International Association of Chiefs of Police

**RAY GRAVES - VICE CHAIR**  
Florida Department of Highway Safety and Motor Vehicles

## Current Members

Name	Title	Discipline	Department/Agency/Organization
Anne Rollyson	Director of DUI and Behavior Management Programs	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Florida Safety Council
Chief Art Bodenheimer	Police Chief	Criminal Justice System	Lake Alfred Police Department
Sgt. Ben Kenney	Sergeant	Criminal Justice System	Hillsborough County Sheriff's Office
Brandy Howard	Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	SunCoast Safety Council
Dr. Brett Kirkland	Program Manager, Alcohol Testing Program	Criminal Justice System	Florida Dept. of Law Enforcement, Alcohol Testing Program
Chief Brett Railey	Retired Police Chief, Member IACP Highway Safety Committee	Criminal Justice System	Florida Police Chiefs Association
Brittany Fox	Assistant State Attorney	Criminal Justice System	Second Judicial Circuit, Felony Division C
Carol Jolly	Florida DRE Coordinator	Criminal Justice System	University of North Florida, Institute of Police Technology and Management
Lt. Channing Taylor	District Lieutenant, Troop Watch Commander, DRE Agency Coordinator	Criminal Justice System	Florida Highway Patrol
Chris Craig	Traffic Safety Administrator	Program Management and Strategic Planning / Communications Program	Florida Dept. of Transportation, State Safety Office
Chris Earl	EMSTARS Project Manager	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Florida Safety Council
Christy Crump	Director of Operations	Prevention	Florida Restaurant & Lodging Association
Daniel Darren	Corporal	Criminal Justice System	Collier County Sheriff's Office
Darrell Edmonds	Online Training Coordinator	Criminal Justice System	University of North Florida, Institute of Police Technology and Management
Dennis Siewert	Crime Laboratory Analyst Supervisor	Criminal Justice System	Florida Dept. of Law Enforcement, Toxicology
Elvia Marcus	County Court Chief	Criminal Justice System	Miami-Dade State Attorney's Office
Ernie Brady	Traffic Safety Program Manager	Program Management and Strategic Planning / Communications Program / Program Evaluation and Data	Florida Dept. of Transportation, State Safety Office
Helen Justice	Executive Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	DUI Counterattack, Hillsborough, Inc.



Name	Title	Discipline	Department/Agency/Organization
Sgt. Hugh Gross	Sergeant	Criminal Justice System	Hillsborough County Sheriff's Office
Isabel Perez-Morina	Chief Executive Officer/President	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Advocate Program, Inc./Florida Association of Community Corrections
Juan Cardona	Criminal Justice System Liaison	Criminal Justice System	University of North Florida, Institute of Police Technology and Management
Kathy Jimenez-Morales	Chief Counsel, Driver License	Criminal Justice System	Florida Dept. of Highway Safety and Motor Vehicles
Ofc. Kenneth Leedham	Officer	Criminal Justice System	Stuart Police Department
Det. Kevin Millan	Detective	Criminal Justice System	Miami Beach Police Department
Kyle Clark	Project Manager – Drug Evaluation and Classification Program (DECP) National	Criminal Justice System / Program Management and Strategic Planning	International Association of Chiefs of Police
Larry Coggins	West Central Florida Executive Director	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Mothers Against Drunk Driving (MADD)
Dr. Lisa Reidy	Director of Toxicology Lab and Assistant Research Professor	Criminal Justice System	University of Miami, Division of Toxicology
Lora Hollingsworth	Chief Safety Officer	Program Management and Strategic Planning	Florida Dept. of Transportation, State Safety Office
Malcom Osteen	U.S. Probation Officer/Chief Warrant Officer	Criminal Justice System	United States Probation/United States Coast Guard (Reserve)
Marcie Padron	DUI Supervisor	Criminal Justice System	Orange County Sheriff's Office
Chief Mark Brown	Chief	Criminal Justice System	Florida Highway Patrol
Sgt. Mark Easty	DUI Supervisor	Criminal Justice System	Pinellas County Sheriff's Office
Sgt. Matthew Rosenbloom	Sergeant	Criminal Justice System	Pasco County Sheriff's Office
Melissa Valido	Coordinator	Prevention / Communications Program	Students Against Destructive Decisions (SADD)
Lt. Michael Marden	Lieutenant	Criminal Justice System	Lake County Sheriff's Office
Nicholas Tiscione	Toxicology Unit Manager	Criminal Justice System	Palm Beach County Sheriff's Office
Nick Trovato	Assistant State Attorney	Criminal Justice System	Florida Association of State Prosecutors
Capt. Rachel Bryant	Captain	Criminal Justice System	Florida Fish and Wildlife Conservation Commission, Division of Law Enforcement, Boating and Waterways Section, Statewide Boating Safety Unit
Ray Graves	Chief, Bureau of Motorist Compliance	Program Management and Strategic Planning / Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Criminal Justice System	Florida Dept. of Highway Safety and Motor Vehicles
Richie Frederick	Program Manager	Program Evaluation and Data / Criminal Justice System	Florida Dept. of Highway Safety and Motor Vehicles
Sgt. Robert Hager	Sergeant	Criminal Justice System	Broward County Sheriff's Office

Name	Title	Discipline	Department/Agency/Organization
Sgt. Anthony Palese	Sergeant	Criminal Justice System	Florida Highway Patrol
Cpl. Scott Parker	Corporal	Criminal Justice System	University of South Florida Police Department
Shayla Platt	Quality Assurance Manager	Criminal Justice System	Florida Dept. of Criminal Justice System, Alcohol Testing Program
Spencer Hathaway	Managing Assistant State Attorney / Public Information Officer	Criminal Justice System	7th Judicial Circuit State Attorney's Office
Stephen Talpins	Assistant State Attorney, Chief of Staff	Criminal Justice System	Miami-Dade County State Attorney's Office
Thomas Graham	Senior Management Analyst Supervisor	Criminal Justice System	Florida Dept. of Law Enforcement, Alcohol Testing Program
Sgt. Tim Cornelius	Sergeant	Criminal Justice System	Collier County Sheriff's Office
Sgt. Tim Dempsey	Sergeant	Criminal Justice System	Indian River Shores Public Safety
Tom Moffett	Deputy Chief Counsel	Program Management and Strategic Planning	Florida Dept. of Highway Safety and Motor Vehicles
Vernon Howell	Program Manager	Criminal Justice System	Florida Dept. of Highway Safety and Motor Vehicles
Vincent Petty	Traffic Safety Resource Prosecutor Program	Criminal Justice System	Tallahassee Community College, Florida Public Safety Institute
Lt. William Jarvis	Lieutenant, Bureau of Criminal Justice System	Criminal Justice System	Florida Dept. of Business and Professional Regulation
Hon. William Overton	Senior Judge-Retired	Criminal Justice System	Trial Court Judge
Sgt. William Weaver	Sergeant	Criminal Justice System	Orlando Police Department

### Traffic Safety Partners

Name	Title	Discipline	Department/Agency/Organization
Chanyoung Lee	Program Director	Program Management and Strategic Planning / Program Evaluation and Data Communications Program	Center for Urban Transportation Research
Danny Shopf	Transportation Analyst	Program Management and Strategic Planning	Cambridge Systematics
Joe Pecchio		Communications Program	AAA
Julissa Sarmiento	Research Associate	Program Evaluation and Data	University of Miami Miller School of Medicine / Department of Surgery
Karen Morgan		Communications Program	AAA
Matt Nasworthy	Florida Public Affairs Director	Communications Program	AAA
Megan Cott	Program Assistant	Program Management and Strategic Planning / Program Evaluation and Data	Center for Urban Transportation Research

Name	Title	Discipline	Department/Agency/Organization
Murray Brooks	Southeast Account Manager	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation	SCRAM Systems
Nusrat Sharmin	Transportation Analyst	Program Management and Strategic Planning	Cambridge Systematics
Olimpia Jackson	NAS Jax Security Department Training Staff Major	Criminal Justice System	United States Navy
Dr. Patricia Byers	Professor of Clinical	Program Evaluation and Data	University of Miami Miller School of Medicine / Department of Surgery
Sandy Ho	Human Resources	Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation / Prevention	Great Bay Distributors
TBD		Prevention	Florida Dept. of Health Office of Medical Marijuana Use

Last Updated: 05/12/2021

# Florida's Impaired Driving Strategic Plan

- Below is a copy of the outline for the Florida Strategic Impaired Driving Plan which outlines the minimum components of prevention; criminal justice system; communication programs; alcohol and other drug misuse; and program evaluation and data. The 2019 – 2021 Impaired Driving Strategic Plan was approved by the Florida Impaired Driving Coalition (FIDC) on April 9, 2020, as is attached as **FL\_FY22\_405d\_Florida Statewide Impaired Driving Strategic Plan** and **FL-FY22\_405d\_FIDC Action Plan** for review. Florida's FIDC Strategic Plan expires December 2021, and an Impaired Driving Assessment is scheduled for FY 2022 to support the creation of a new 5-year Strategic Plan.

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# Florida's FY2022 405(F) Motorcyclist Safety Grants

Florida is submitting this application for 405(F) Motorcycle Safety Grants with the qualifying criteria of having a motorcycle riding training course and motorcycle awareness program.

## Motorcycle Riding Training Course

- Florida Statute 322.025 Driver improvement establishes Florida Department of Highway Safety and Motor Vehicles (FLHSMV) as the state authority over motorcycle safety issues. Terry L. Rhodes is the Executive Director of the Florida Department of Highway Safety and Motor Vehicles. A copy of F.S. 322.025 is provided as attachment **FL\_FY22\_405f\_State Law Identifying State Authority**.
- The Motorcycle Safety Foundation Basic Rider Course is the chosen course for introductory rider curricula determined by FLHSMV.
- A list of counties in the State where motorcycle rider training courses will be conducted during the fiscal year is provided as attachment **FL\_FY22\_405f\_Florida Motorcycle Training Calendar and Locations** and the number of registered motorcycles in each county is provided under the data tables section of this document.



# Motorcycle Awareness Program

- Florida Department of Highway Safety and Motor Vehicles (FLHSMV) is the state authority over motorcycle safety issues. Terry L. Rhodes is the Executive Director of the Florida Department of Highway Safety and Motor Vehicles.
- The State's motorcyclist awareness program was developed in coordination with FLHSMV along with other agencies of Florida's Motorcycle Safety Coalition.
- Florida's motorcycle paid media projects for implementing awareness communications is provided on page 126 of the FY 2022 HSP. This media outreach will be distributed in a majority of the top 10 counties where the incidence of crashes involving a motorcycle and another motor vehicle is highest, based on the list that identifies the counties within the State ranked in order of highest to lowest number of crashes involving motorcycle and another motor vehicle per county provided under the data tables section of this document. The Share the Road campaign is funded with the 405f funding and will educate motor vehicle drivers on best practices on how to safely "Share the Road" with motorcyclists. This campaign uses advertisements such as billboards, social media, gas toppers, radio commercials, and restaurant/coffee store advertising in the top ten 10 counties where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

The state will also conduct two other paid media campaigns regarding motorcycle safety. One focuses on discouraging drinking and riding using 405d funding and the other is a comprehensive motorcycle safety media campaign focusing on all aspects of motorcycle safety awareness using 402 funds. These two media campaigns will concentrate efforts on educating motorcyclists on safe driving habits and are focused in the top 10 counties for all motorcycle crashes.

# Motorcycle Data Tables

County	Number of Motorcycle Registrations
MIAMI-DADE	52139
BROWARD	40833
VOLUSIA	35805
PALM BEACH	31704
PINELLAS	31097
HILLSBOROUGH	30187
ORANGE	29217
BREVARD	26437
DUVAL	25126
LEE	24133
PASCO	18970
POLK	18622
SARASOTA	15358
MARION	14730
LAKE	14652
SEMINOLE	12706
MANATEE	11377
ST LUCIE	10742
COLLIER	10741
OSCEOLA	9996
ST JOHNS	9399
CHARLOTTE	9257
MONROE	9025
ESCAMBIA	8770
OKALOOSA	8643
CITRUS	8396
HERNANDO	8063
BAY	7660
CLAY	7623
ALACHUA	7380
FLAGLER	7270
SANTA ROSA	7151
MARTIN	5880
INDIAN RIVER	5846
LEON	5273
NASSAU	3904
SUMTER	3833
HIGHLANDS	3338
PUTNAM	2862
WALTON	2735
COLUMBIA	2194
LEVY	1730
SUWANNEE	1341
OKEECHOBEE	1191
WAKULLA	1185
JACKSON	1067
GADSDEN	998
HENDRY	925
DESOTO	882
WASHINGTON	788
BRADFORD	779
BAKER	661
GILCHRIST	581
TAYLOR	546
DIXIE	540
MADISON	512
HOLMES	483
GULF	423
GLADES	395
HARDEE	392
JEFFERSON	384
HAMILTON	339
CALHOUN	321
FRANKLIN	316
UNION	299
LIBERTY	145
LAFAYETTE	124
<b>Grand Total</b>	<b>616,421</b>

## REGISTRATIONS BY COUNTY

The table to the left provides a list of all 67 counties in Florida and their respective number of motorcycle registrations within each county sorted from greatest to smallest, based on FY 2019 data. The top 10 counties are Miami-Dade, Broward, Volusia, Palm Beach, Pinellas, Orange, Hillsborough, Brevard, Duval and Lee counties (outlined in the back box). The total registrations for the top 10 counties is 326,678 which is 53% of the total registrations within the state. Training and public outreach in FY 2022 will be focused in these counties.

## CRASHES INVOLVING A MOTORCYCLE AND AT LEAST ONE OTHER MOTOR VEHICLE

County	Crashes Involving a Motorcycle and at least one other Motor Vehicle
MIAMI-DADE	1051
BROWARD	636
HILLSBOROUGH	535
ORANGE	473
PALM BEACH	387
VOLUSIA	380
PINELLAS	368
DUVAL	334
LEE	235
POLK	223
BREVARD	218
PASCO	211
MONROE	181
SEMINOLE	159
OSCEOLA	152
MARION	150
SARASOTA	149
BAY	137
LAKE	126
ALACHUA	120
MANATEE	112
ESCAMBIA	106
OKALOOSA	92
ST LUCIE	84
LEON	80
COLLIER	77
CHARLOTTE	75
ST JOHNS	69
HERNANDO	67
CITRUS	64
FLAGLER	55
MARTIN	54
SANTA ROSA	47
CLAY	37
INDIAN RIVER	34
SUMTER	31
HIGHLANDS	25
WALTON	22
COLUMBIA	16
PUTNAM	12
OKEECHOBEE	12
DESOTO	12
LEVY	11
NASSAU	9
WAKULLA	8
HENDRY	8
JACKSON	7
GADSDEN	7
HARDEE	7
SUWANNEE	5
BRADFORD	5
WASHINGTON	4
GULF	4
FRANKLIN	4
GILCHRIST	3
TAYLOR	3
HOLMES	3
GLADES	3
BAKER	2
MADISON	2
CALHOUN	2
LIBERTY	2
JEFFERSON	1
HAMILTON	1
UNION	1
DIXIE	0
LAFAYETTE	
<b>Grand Total</b>	<b>7,510</b>

The table to the left provides a list of all 67 counties in Florida and their respective number of motorcycle crashes involving a motorcycle and at least one other vehicle within each county sorted from greatest to smallest, based on FY 2019 data. The top 10 counties are Miami-Dade, Broward, Hillsborough, Orange, Palm Beach, Volusia, Pinellas, Duval, Lee and Polk counties (outlined in the back box). The total number of crashes for the top 10 counties is 4,622 which is over 62% of the total crashes within the state. Training and public outreach in FY 2022 will be focused in these counties.

# Motorcycle Training Information

Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-20	Apr-21	May-21	Jun-21	Jul-21
	Alachua	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Baker		No													
Bay	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bradford	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Brevard	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Broward	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Calhoun		No													
Charlotte	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Citrus	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clay	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Collier	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Columbia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Dade	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Desoto		No													
Dixie		No													
Duval	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Escambia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Flagler	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Franklin		No													
Gadsden		No													
Gilchrist		No													
Glades		No													
Gulf		No													
Hamilton		No													
Hardee		No													
Hendry		No													



Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21
	Hernando	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Highlands	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hillsborough	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Holmes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Indian River	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Jackson		No													
Jefferson	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lafayette		No													
Lake	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lee	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Leon	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Levy		No													
Liberty															
Madison		No													
Manatee	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Marion	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Martin	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Monroe	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Nassau		No													
Okaloosa	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Okeechobee		No													
Orange	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Osceola	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Palm Beach	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pasco	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pinellas	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Polk	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes



Complete List of Counties in the State	Training Site Information by County		Training was offered in the county during the month(s) selected:												
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21
	Putnam	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Saint Johns	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Saint Lucie	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Santa Rosa		No													
Sarasota	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Seminole	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Sumter		No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Suwannee		No													
Taylor		No													
Union		No													
Volusia	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wakulla		No													
Walton		No													
Washington	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

# Florida's FY2022 405(H) Non-Motorized Safety Grants

The State of Florida hereby submits this application for the FAST Act, Section 405(h) Non-motorized Safety Grants. This application includes a summary of the state's qualification for each requested section of 405(h) funding and all supporting documentation and signed certifications, as required by the Uniform Procedures for State Highway Safety Grant Programs Interim Final Rule.

## Eligibility Determination

*The State of Florida hereby applies for non-motorized safety funds, based on the eligibility determination criteria specified in 23 CFR 1300.27(b). NHTSA's FARS indicate that Florida's total annual fatalities for 2018 were 3,135. Of those 3,135 fatalities, pedestrian and bicyclist fatalities were combined annual total of 866 fatalities. The combined annual total of pedestrian and bicyclists represent 27.62% of the total annual crash fatalities; therefore, exceeding the 15% eligibility requirement.*

The state affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d) in the fiscal year of the grant.

National Highway Traffic Safety Administration Regional Operations and Program Delivery Office of Grants Management and Operations				
FY 2022 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)				
MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2018 FINAL				
State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Alabama	953	116	12.17%	Ineligible
Alaska	80	14	17.50%	Eligible
Arizona	1,011	260	25.72%	Eligible
Arkansas	520	66	12.69%	Ineligible
California	3,798	1,142	30.07%	Eligible
Colorado	632	111	17.56%	Eligible
Connecticut	293	60	20.48%	Eligible
Delaware	111	29	26.13%	Eligible
Dist of Columbia	31	14	45.16%	Eligible
<b>Florida</b>	<b>3,135</b>	<b>866</b>	<b>27.62%</b>	<b>Eligible</b>
Georgia	1,505	292	19.40%	Eligible
Hawaii	117	44	37.61%	Eligible
Idaho	234	19	8.12%	Ineligible