# Florida Department of Transportation





## FY 2019 Highway Safety Plan

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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 completion of these goals.

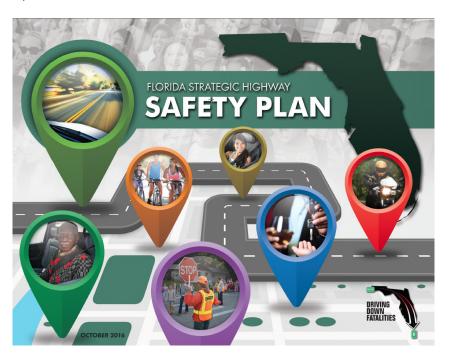


FDOT's State Safety Office contributes to the agency mission by seeking to improve the safety of Florida's roadways through the work of the following sections: federal highway safety grants, engineering and crash data, bicycle and pedestrian safety program, Safe Routes to Schools program, crossing guard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

The FDOT State Safety Office has assembled the following highway safety plan to implement projects and programs that will seek to flatten or lower the increasing trend of fatalities and injuries with the ultimate target of zero fatalities. In accordance with 23 USC Chapter 4, at least 40 percent of Section 402 funding outlined for this year will be expended by the political subdivisions of the State (locals), including Indian Tribal governments.

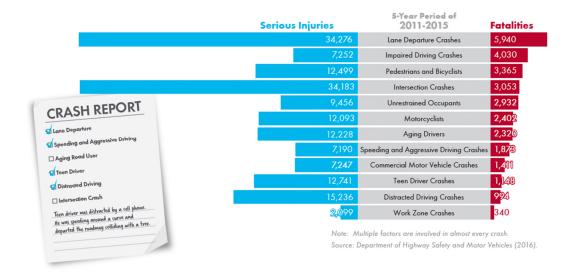
# FLORIDA'S 2016 STRATEGIC HIGHWAY SAFETY PLAN

Florida shares the national traffic safety vision, "Toward Zero Deaths," and formally adopted our own version of the national vision, "Driving Down Fatalities," in 2012. Between 2011 and 2015, 12,665 people died on Florida's roadways and an additional 102,759 were seriously injured. The Florida Department of Transportation (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.



The Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP is updated at least every five years by FDOT in coordination with statewide, regional, and local traffic safety partners and was last updated in 2016. The SHSP is focused on the roadway component of transportation safety. Safety on other modes of transportation is covered by other plans. The SHSP and safety plans for other modes align not only with the Florida Transportation Plan (FTP), but also with national programs funded by the Federal Highway Administration (FHWA), the Federal Motor Carrier Safety Administration (FMCSA), and the National Highway Traffic Safety Administration (NHTSA).

Our data-driven SHSP focuses on 13 Emphasis Areas, which reflect ongoing and emerging highway safety issues in Florida. Key strategies related to each Emphasis Area are identified, as well as overarching strategies that apply across Emphasis Areas. These strategies align with the "4 Es" – engineering, education, enforcement, and emergency response. The SHSP also defines a framework for implementation activities to be carried out through strategic safety coalitions and specific activities by FDOT, other State agencies, metropolitan planning organizations, local governments, and other traffic safety partners. The first Emphasis Area is Traffic Records and the remaining 12 Emphasis Areas are:



#### **STAKEHOLDERS**

The 2016 SHSP was updated through collaboration with Florida's traffic safety partners. It is aligned with and builds on the recently adopted FTP, the State's long-range transportation plan. Both the FTP and the SHSP share the vision of a fatality-free roadway system to protect Florida's 20 million residents and more than 105 million annual visitors.

On August 22, 2016, the SHSP's signatory partners met in Tallahassee to pledge their support for the implementation of the five-year plan. Partners that reviewed and approved the plan include:

- Florida Department of Transportation
- Florida Department of Highway Safety and Motor Vehicles
- Florida Highway Patrol
- Florida Sheriffs Association
- Florida Police Chiefs Association
- Metropolitan Planning Organization Advisory Council
- Florida Rail Enterprise
- Florida Association of County Engineers and Road Superintendents
- Federal Highway Administration
- National Highway Traffic Safety Administration
- Federal Motor Carrier Safety Administration



#### The SHSP update process included:

- Analysis of safety data collected by FDOT, the Florida Department of Highway Safety and Motor Vehicles (DHSMV), and other sources to identify trends in the number of traffic fatalities and serious injuries and factors often associated with these events. All data presented in the SHSP are from DHSMV for 2011 to 2015 unless otherwise noted. This plan was developed using the most recent data available at the time of plan approval.
- Consideration of extensive partner and public input gathered through the FTP update process in 2015. This process engaged more than 15,000 participants through a 35-member Steering Committee, four advisory groups, three statewide events, 13 regional forums and workshops, and more than 350 partner briefings. This input reaffirmed the State's commitment to maintaining a safe and secure transportation system for residents, visitors, and businesses. The process also highlighted several safety issues of concern to the public, including bicycle and pedestrian safety, commercial vehicles, the impacts of changing technologies, and the role of design and operational decisions in creating a safe environment.
- Coordination with at least eight strategic safety coalitions representing statewide, regional, and local partners from both the public and private sectors. These coalitions provided targeted input on the emphasis areas specifically related to their current strategic plans, and defined key strategies for the next five years.
- Coordination with Florida's 27 metropolitan planning organizations (MPOs), including review of safety-related goals, objectives, and strategies in MPO plans and targeted outreach sessions through Florida's Metropolitan Planning Organization Advisory Council.
- Review and approval by the signing partners.





FDOT has the benefit of the expertise and experience of several additional partners throughout the HSP planning process. Input on safety priorities and activities comes from traffic safety coalitions, advocates, FDOT District Traffic Safety Engineers, law enforcement officers and their leadership, emergency responders, judges, Mothers Against Drunk Driving (MADD), Students Against Destructive Decisions (SADD), and many other state and local agencies. Florida's Community Traffic Safety Teams (CTSTs) also provide consistent input into the highway safety planning process. CTSTs are locally based groups of highway safety advocates that are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include city, county, state, and occasionally Federal agencies, as well as private industry representatives and local citizens. Community boundaries are determined by the organizations comprising a CTST: a city, an entire county, a portion of a county, multiple counties, or some other jurisdictional arrangement may be the basis for a CTST.

Through the combination of these efforts there are literally thousands of partners that work in concert with FDOT toward the goal of a fatality-free roadway system.

#### FEDERAL TRAFFIC SAFETY PROGRAMS

Florida's Highway Safety Plan (HSP) and Highway Safety Improvement Plan (HSIP) echo the goals of the Florida 2016 SHSP. All three plans cite the goal of reducing traffic crashes, fatalities, and serious injuries, with an ultimate target of zero deaths.

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 initiatives 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 Zero Deaths (TZD).

Florida's 2019 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 2018-19 Highway Safety Plan (hereafter referred to as Florida's 2019 HSP) is Florida's action plan for distribution of NHTSA highway safety funds. The Plan is based on Florida's SHSP goals and objectives, crash data and Federal requirements. Today's 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 2019 HSP and are separated into the following categories:

- Aging Road Users
- Community Traffic Safety Outreach
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Occupant Protection
- Paid Media
- Pedestrian and Bicycle Safety
- Planning and Administration

- Police Traffic Services LEL
- Public Traffic Safety Professionals Training
- Speed/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 are apportioned to States annually from the National Highway Traffic Safety Administration (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.).

#### **COMPLIANCE WITH GUIDELINES**

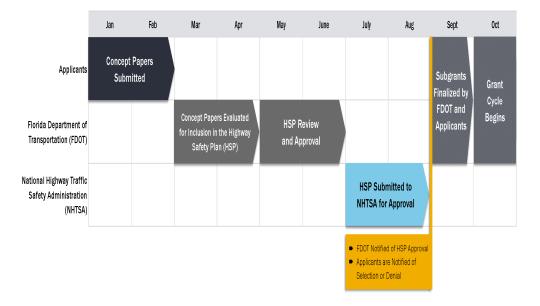
As per NHTSA guidelines, all subgrants awarded in the FY2019 HSP will comply with the May 18, 2016 memorandum from NHTSA's Chief Counsel. This includes all equipment, recognition awards, educational materials, advertising media, and safety items for public distribution. The FDOT State Safety Office will continue to verify compliance with the NHTSA regional office for any questionable items.

#### **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



#### **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 the

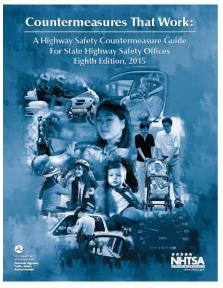
subgrant, as well as the applicant's financial stability, quality of management systems, staffing, history of performance, single audit compliance, prior audit findings, and complexity of the project, if applicable. If the applicant does pose a risk, but the proposal has merit, the FDOT State Safety 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 problems 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 (2012-2016), 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 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 15-19
- 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, younger or older drivers and 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 only 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 the Florida Highway Patrol, 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 Florida Department of Highway Safety and Motor Vehicles 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 (2012-2016) reveals a total of 3 fatalities and 36 serious injuries were sustained by Florida motorist's due to unsecure loads, or an average of less than one fatality and 7 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 newly created national Secure Your Load day. Safety messages will be running to share important safety tips with the public throughout the state.



### **Highway Safety Matrix**

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14 10 3 10 13 15 12 15 10 Hendry 20 8 8 4 9 4 10 11  15 13 6 14 8 4 3 9 Holmes 11 11 16 12 13 20 6 13  15 13 6 14 14 14 12 0 Hendry 11 11 16 12 13 20 6 13  15 13 6 14 14 14 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1	14 10 3 10 13 15 12 15 10 Hendry 20 8 8 8 4 9 4 10 11  15 11 6 14 7 13 8 9 9 Holmes 11 11 16 12 13 20 6 13  15 11 6 14 7 13 8 9 9 Holmes 11 11 16 12 13 20 6 13  16 11 12 13 12 14 14 12 7 Jackson 16 12 18 21 22 12 16 21  Legend Highert 25% in actrogeny.  Highert 25% in actrogeny.  Highert 25% in actrogeny.  Highert 25% in actrogeny.  Union 25 20 23 24 26 23 26 23 25 25 25 25 25 25 25 25 25 25 25 25 25	21 9 11	13 13 14 12 21 9 11	13 14 12 21 9 11	14 12 21 9 11	12 21 9 11	21 9 11	9 11	11		esoole	10	4	00	7	2	3	3	4		Hardee	8	10	10	3	00	11	12	9	3
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15   11   6   14   7   13   8   9   5   Defferson   16   12   18   21   22   12   16   21	Legend Highert 25% in a caregory.  Highert 25% in a carego	1 3 4 7 3 6 1 3	4 7 3 6 1 3	4 7 3 6 1 3	7 3 6 1 3	3 6 1 3	6 1 3	1 3	8		nter	S	6	19	m	12	14	14	12		ackson	4	1	9	s	2	9		2	1
Lafayette         26         25         26         23         25         23         26         24         23         3 <td>Laffyette     26     25     26     23     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     20     23     26     20     20     23     26     20     20     23     26     20     20     23     26     20     20     23     26     20     20     23     26     20     20     23     26     20     20     23     26     20     20     23     26     20     20     23     26     20     20     20     20     20     20<td>25 15 24 11 18</td><td>23 17 25 15 24 11 18</td><td>17 25 15 24 11 18</td><td>25 15 24 11 18</td><td>15 24 11 18</td><td>24 11 18</td><td>11 18</td><td>18</td><td>_</td><td>ton</td><td>15</td><td>11</td><td>9</td><td>14</td><td>7</td><td>13</td><td>00</td><td>6</td><td><math>\neg</math></td><td>efferson</td><td>16</td><td>12</td><td>138</td><td>21</td><td>22</td><td>12</td><td>19</td><td>+</td><td>17</td></td>	Laffyette     26     25     26     23     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     25     27     10     20     23     26     20     20     23     26     20     20     23     26     20     20     23     26     20     20     23     26     20     20     23     26     20     20     23     26     20     20     23     26     20     20     23     26     20     20     23     26     20     20     20     20     20     20 <td>25 15 24 11 18</td> <td>23 17 25 15 24 11 18</td> <td>17 25 15 24 11 18</td> <td>25 15 24 11 18</td> <td>15 24 11 18</td> <td>24 11 18</td> <td>11 18</td> <td>18</td> <td>_</td> <td>ton</td> <td>15</td> <td>11</td> <td>9</td> <td>14</td> <td>7</td> <td>13</td> <td>00</td> <td>6</td> <td><math>\neg</math></td> <td>efferson</td> <td>16</td> <td>12</td> <td>138</td> <td>21</td> <td>22</td> <td>12</td> <td>19</td> <td>+</td> <td>17</td>	25 15 24 11 18	23 17 25 15 24 11 18	17 25 15 24 11 18	25 15 24 11 18	15 24 11 18	24 11 18	11 18	18	_	ton	15	11	9	14	7	13	00	6	$\neg$	efferson	16	12	138	21	22	12	19	+	17
Liberty         22         24         26         23         26         24         23         26         24         23         26         24         23         26         24         23         26         24         23         26         24         23         26         24         23         28         29         8         28         29         28         29         8         29         8         29         20         20         20         20         20         20         20         20         20         20         20         20         11         14         40         14         14         10         1	Liberty         22         24         26         23         26         24         23         26         24         23         26         24         23         26         24         23         26         24         23         26         24         23         26         24         23         21         31         11         14         24         23         21         23         21         23         21         23         21         23         21         21         14         32         14         32         14         32         14         32 <t< td=""><td>7 7 7 9 4 6 3 7 14 5 8 5 7 10 8 11 5 2</td><td>5 7 10 8 11 5</td><td>7 10 8 11 5</td><td>10 8 11 5</td><td>8 11 5</td><td>3 7</td><td>2</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>afayette</td><td>26</td><td>3</td><td>3</td><td>1 23</td><td>3</td><td>25</td><td>3</td><td></td><td>26</td></t<>	7 7 7 9 4 6 3 7 14 5 8 5 7 10 8 11 5 2	5 7 10 8 11 5	7 10 8 11 5	10 8 11 5	8 11 5	3 7	2													afayette	26	3	3	1 23	3	25	3		26
Madison         8         5         13         17         15         13         9         8           Okeechobee         6         23         17         9         12         3         11         14           Suvannee         5         2         1         6         1         5         2         1           Taylor         9         15         5         19         7         16         5         7           Union         25         20         23         24         20         23         5         20           Waskuligton         15         16         15         7         18         14         19         12	Madison         8         5         13         17         15         13         9         8           Okeechobee         6         23         17         9         12         3         11         14           Suvannee         5         2         1         6         1         5         2         1           Taylor         9         15         5         19         7         16         5         7           Union         25         20         23         24         20         23         26         20           Washington         15         13         11         11         11         15         15         10	9 4 5 6 5 5 6	4 5 6 5 5 6	9 2 2 9	9 2 2 9	2 5 6	9 2	9	Н							,		Γ			iberty	22	22	24	56	23	56	24	$\vdash$	=
Okeechobee         6         23         17         9         12         3         11         14           Suvannee         5         2         1         6         1         5         2         1           Taylor         9         15         5         19         7         16         5         7           Union         25         20         23         24         20         23         26         20           Wakulla         21         16         15         7         18         14         19         12           Washington         15         13         11         11         11         15         15         10	Okeechobee 6 23 17 9 12 3 11 14 Suvannee 5 2 1 6 1 5 2 1 1 14 Suvannee 5 2 1 6 1 5 2 1 1 14 Suvannee 5 2 1 6 1 5 2 1 1 14 Suvannee 5 2 1 6 1 5 5 1 1 14 Suvannee 5 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	14 11 12 8 14 12	11 12 8 14 12 14	12 8 14 12 14	8 14 12 14	14 12 14	12 14	14	Н					Highest	25% in	acatego				_	Madison	80	5	13	17	15	13	6	80	s
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		Florida Department of Transportation State Salety Office	ransportation	ation																							P	blished	11/01	2
Published: 11/01/2017	Published: 11/01/21																													



FDOT FY	2019 H	-			- Rankin	_		ties	FDOT
	(Das			_	and above -		-2016)		
Florida City (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Boca Raton	17	18	20	23	18	27	20	20	21
Cape Coral	16	15	8	14	13	20	11	17	32
Clearwater	8	17	13	8	20	8	29	12	7
Coral Springs	4	5	17	22	14	7	6	3	12
Davie	22	25	14	16	16	25	8	16	4
Deerfield Beach	29	26	30	30	30	23	24	32	25
Deltona	30	20	21	25	32	32	28	28	18
Fort Lauderdale	14	10	10	7	8	6	9	10	31
Fort Myers	7	7	6	6	6	10	7	9	16
Gainesville	13	4	7	10	9	11	18	8	22
Hialeah	11	28	15	9	7	9	30	11	11
Hollywood	23	21	11	17	15	15	17	30	6
Jacksonville	2	2	1	1	1	2	1	2	3
Lakeland	19	19	18	11	11	24	26	26	14
Largo	12	11	22	19	31	17	32	21	8
Melbourne	10	14	12	12	19	18	16	14	13
Miami	6	6	5	4	4	3	4	5	5
Miami Beach	31	29	27	21	25	12	27	31	20
Miami Gardens	28	13	24	28	17	19	10	27	28
Miramar	32	30	31	32	21	31	25	29	9
Orlando	1	1	2	2	3	1	3	1	2
Palm Bay	9	8	25	15	22	22	12	7	17
Palm Coast	21	23	16	24	28	30	31	23	24
Pembroke Pines	26	32	28	26	27	26	22	19	27
Plantation	15	27	23	31	23	21	21	15	15
Pompano Beach	20	22	29	18	26	13	14	25	29
Port Saint Lucie	24	24	26	27	24	29	23	18	26
Saint Petersburg	5	9	4	5	2	5	5	6	10
Sunrise	27	31	32	29	29	28	19	24	23
Tallahassee	25	12	9	20	12	14	15	13	30
Tampa	3	3	3	3	5	4	2	4	1
West Palm Beach	18	16	19	13	10	16	13	22	19

Legend Highest 25% in a category.

Florida Department of Transportation State Safety Office



Published: 11/01/2017



#### FY2019 Highway Safety Matrix - Ranking of Florida Cities



(Based on total actual serious injuries and fatalities during 2012-2016)

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

Highest

Legend Highest 25% in a category.

Florida Department of Transportation State Safety Office

Published: 11/01/2017





### FY2019 Highway Safety Matrix - Ranking of Florida Cities (Based on total actual serious injuries and fatalities during 2012-2016)



//					(me				_	en and recalition during 2012	entul						-		
						_	iraup II	- Popule	etten of	3,000-14,999 - 118 Cities									
Florida City (Group III)	Aging Road Users (Drivers 63+)	Buyingpaperasig	Buying payeous	Motoryclists	Occupant Protection	Pedestrian or Boydist	Speeding or Aggressive Driving	Teen Dilvers	Work Zones	Florida City (Group III)	Aging Road Users (Drivers 65+)	Buying pesseusig	Buying payedus	Motoryclets	Occupant Prefection	Pedestrian or Bloydist	Speeding or Aggressive Driving	Teen Drivers	Work Zines
Alachua	25	46	21	25	17	80	41	15	32	Loxahatchee Groves	108	116	117	89	116	86	64	115	112
Arcadia	4	7	4	7	2	7	10	2	1	Maccienny	75	22	14	54	28	59	73	18	78
Atlantic Beach	33	28	23	28	71	16	40	60	46	Madeira Beach	46	89	83	73	93	38	78	107	98
Avon Park	15	21	18	17	26	35	83	22	8	Madison	109	118	71	92	97	108	98	91	118
Bay Harbor Islands	83	85	106	111	88	90	75	101	39	Marathon	13	2	31	9	29	13	6	35	64
Belle Isle	112	84	101	81	107	81 92	48	75 111	77	Marianna	19 85	23	13	59 76	10	44	27 94	14	81
Bellesir Belleview	45	49	64	104	35	74	114 56	86	94	Mary Esther Mascotte	84	32 101	107	82	109	75 102	109	102	12 88
Biscayne Park	118	117	118	118	117	117	117	116	113	Melbourne Beach	79	67	69	90	118	78	118	117	116
Brooksville	3	10	10	4	5	14	18	3	2	Miami Shores	73	63	93	56	32	36	101	79	59
Cape Canaveral	53	45	35	22	100	56	84	71	61	Miami Springs	88	68	87	50	82	34	66	59	44
Chipley	71	51	38	77	23	76	63	50	107	Midway	47	91	44	117	95	107	44	58	109
Clewiston	74	33	32	37	14	40	53	27	20	Milton	5	12	12	8	7	9	2	4	14
Cocoa Beach	29	40	51	20	38	6	34	34	56	Minneola	89	94	92	108	84	88	68	62	57
Crystal River	14	4	68	5	19	22	12	12	114	Mount Dera	37	27	73	78	56	87	99	51	45
Dade City	7	18	36	11	30	31	21	8	3	Mulberry	86	103	85	86	81	47	95	49	42
Davenport	41	60	43	40	67	112	43	108	9	Neptune Beach	38	20	75	58	49	67	70	55	70
Daytona Beach Shores	92	76	53	85	78	41	59	76	99	Newberry	67	31	25	98	40	71	55	65	82
Defuniak Springs	20	24	19	38	9	84	11	23	5	Niceville	51	53	48	33	42	30	29	31	25
Destin	35	13	34	21	25	12	16	71	48	North Bay Village	110	96	94	66	101	97	69	80	33
Dundee	99	110	111	112	111	113	111	88	100	North Palm Beach	61	44	91	94	99	39	100	78	53
Felismere Felismere	98	86	80	101	110	104	91	85	40	Okeechobee	24	59	26	31	15	28	13	25	37
Fernandina Beach	70	55 88	50 82	51 39	92	54	67 93	53 87	29	Oldsmar Orange Chri	23	35 16	47	14	31	33	33	19	43 30
Flagler Beach Florida City	34	36	55	15	72	-	30	33	49	Orange City	54	29	24	16	33	26	42	39	63
Fort Meade	113	72	78	110	65	82	88	47	85	Orange Park Pahokee	114	74	79	83	89	103	76	84	89
Fort Myers Beach	39	71	8	43	50	18	37	83	79	Palatka	30	41	9	34	27	43	20	13	10
Freeport	57	52	16	55	55	109	45	30	16	Palm Beach	31	56	96	42	85	37	52	73	66
Frostproof	94	93	46	107	41	96	50	66	115	Palmetto	1	6	1	1	3	1	8	1	4
Fruitland Park	36	42	110	74	79	91	60	48	7	Panama City Beach	21	11	3	2	13	2	3	5	28
Grant-Valkaria	100	102	112	113	112	105	112	109	101	Parker	106	75	109	103	66	63	57	105	96
Green Cove Springs	65	30	60	52	48	51	105	54	69	Pembroke Park	66	57	77	18	63	60	23	24	36
Groveland	12	19	17	24	21	42	46	32	27	Perry	82	97	98	68	44	58	71	40	71
Gulf Breeze	44	58	103	60	74	45	87	41	83	Ponce Inlet	102	104	70	91	54	118	80	118	117
Gulfport	60	78	56	62	73	48	32	92	52	Port Saint Joe	50	90	67	87	46	94	96	113	106
High Springs	76	39	61	70	64	72	49	97	84	Quincy	95	70	59	95	61	98	103	93	67
Highland Beach	116 27	113	115 39	115	37	115	115	112 38	105 54	Saint Augustine	18 96	98	15 37	53	12	70	107	56	76
Holly Hill Holmes Beach	93	77	84	105	80	106	62	77	104	Saint Augustine Beach Saint Pete Beach	22	47	22	36	62	15	36	72	18
Indian Harbour Beach	81	81	95	67	102	57	85	81	65	Sanibel	104	107	100	109	106	89	72	96	75
Indian River Shores	107	111	113	114	94	114	113	110	102	Satellite Beach	80	64	57	64	59	49	102	70	31
Indian Rocks Beach	78	65	65	49	77	46	58	106	97	Sebring	2	9	6	6	4	4	15	7	58
Inverness	9	15	52	10	11	17	7	20	21	South Bay	101	92	45	106	69	77	79	89	110
Islamorada	32	14	11	44	22	21	74	63	11	South Daytona	52	37	90	41	36	23	31	67	13
Juno Beach	87	115	86	88	96	95	97	90	111	South Miami	58	43	88	47	98	79	81	61	47
Kenneth City	77	87	81	84	91	52	110	57	93	South Pasadena	56	34	63	71	76	85	24	104	92
Key Biscayne	59	54	89	93	57	55	82	52	50	Southwest Ranches	111	105	97	79	103	99	104	82	68
Labelle	69	50	42	72	52	53	77	36	95	Springfield	64	95	74	65	45	50	22	46	62
Lady Lake	10	26	33	27	16	32	65	43	24	Starke	40	48	27	26	34	73	38	28	15
Lake Alfred	55	99	62	61	75	110	89	98	86	Surfside	97	100	105	100	108	61	108	100	38
Lake City Lake Clarke Shores	6	1	116	12	1 110	11	110	10	55	Tequesta Treasure Island	68	73	104	99	51	83	90	99	87
Lake Clarke Shores	117 49	114	116 58	116	115	116	116 25	114	108 34	Umatilla	91	83	41	69	105 53	68	47 61	74	35 103
Lantana	49	80 79	20	57 63	43	65	51	26 45	17	Valparaiso	105	109	108	75 102	90	93	92	103	90
Lauderdale-By-The-Sea	43	108	102	45	87	101	54	64	80	Wauchula	8	25	7	23	8	62	39	9	91
Lighthouse Point	63	38	40	35	58	25	35	69	60	West Miami	103	106	76	97	86	69	86	95	74
Live Oak	16	17	5	80	6	29	5	17	73	West Park	72	61	72	32	70	19	28	37	23
Longboat Key	90	82	99	96	104	100	106	94	72	Wildwood	11	H	28	30	18	27	26	16	19
Longwood	17	3	29	13	20	10	9	11	6	Wilton Manors	28	62	49	29	47	5	17	68	51
																			$\rightarrow$

Legend Highest 25% in a category.

Florida Department of Transportation State Safety Office

Published: 11/01/2017



#### 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 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 crash file)
- 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 grantfunded 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 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 (State 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, "Driving Down Fatalities," in 2012. 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 2019 year, Florida has developed 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; only Vehicle Miles of Travel (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 2018 and 2019 are based on monthly data from 2005 through 2017 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data (FARS) to create the accurate forecast. Forecasts for 2018 and 2019 were calculated with preliminary 2017 state data.

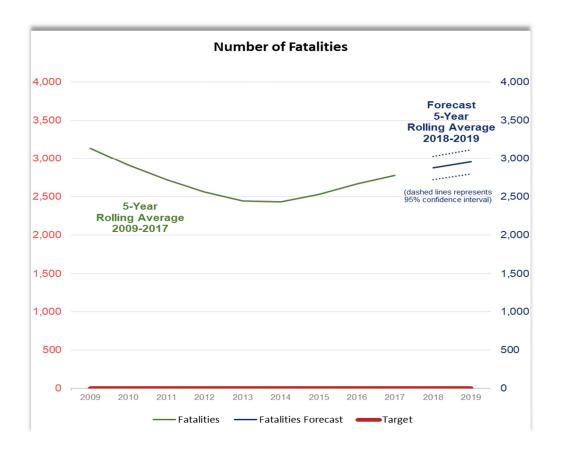


#### **C1 - NUMBER OF FATALITIES:**

The table below reflects the five-year rolling average of traffic fatalities for each year and the data forecast for 2018 and 2019. Based on statistical forecasting, the five-year rolling average for total fatalities on Florida's roads is forecasted to be between 2,797 and 3,117 in 2019. This forecast was made by combining FARS data with current state data from 2009 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for fatalities is zero in 2019.

While the data forecast indicates Florida's five year rolling average for fatalities could continue to trend upward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities.

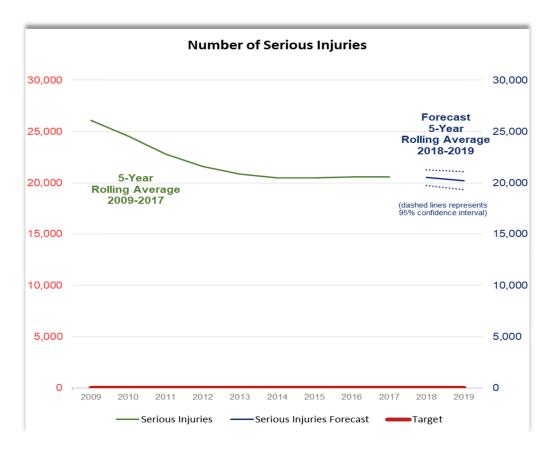


#### **C2 - NUMBER OF SERIOUS INJURIES:**

The table below reflects the five-year rolling average of serious injuries for each year and data forecast for 2018 and 2019. Based on statistical forecasting, the five-year rolling average for serious injuries on Florida's roads is forecasted to be between 19,340 and 21,107 in 2019. This forecast was made by combining FARS data with current state data from 2009 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for serious injuries is zero in 2019.

The data forecast indicates Florida's five year rolling average of serious injuries will continue to trend downward in 2018 and 2019. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida's roads.

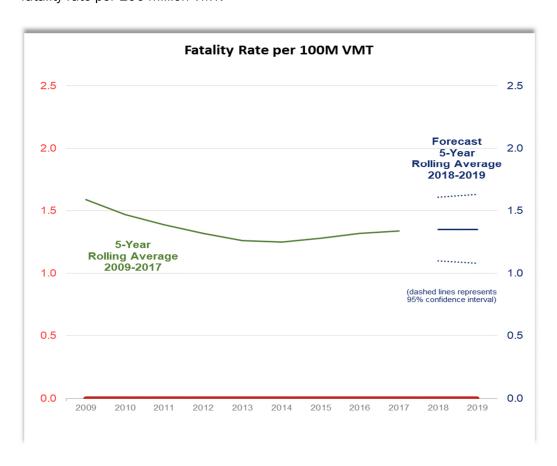


#### C3 - FATALITY RATE PER 100M VMT

The table below reflects the five-year rolling average for fatality rate per 100 million vehicle miles traveled (VMT) for each year and the data forecasts for 2018 and 2019. Based on statistical forecasting, the five-year rolling average for fatality rate per 100 million VMT on Florida's roads is forecasted to be between 1.08 and 1.63 in 2019. This forecast was made by combining FARS data with current state data from 2009 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for fatality rate per 100 million VMT is zero in 2019.

While data forecast indicates Florida's fatality rate per 100 million VMT will remain relatively the same in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the fatality rate per 100 million VMT.



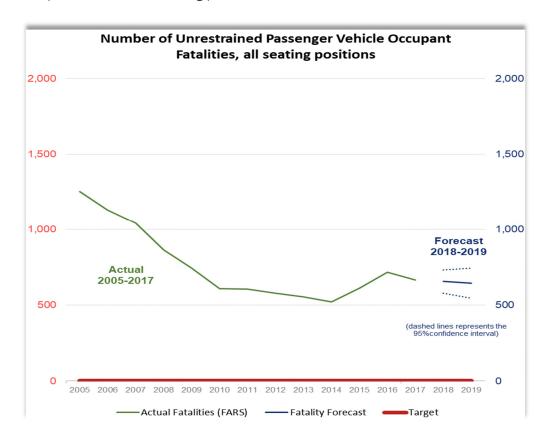


# C4 - NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEATING POSITIONS:

The table below reflects the number of unrestrained passenger vehicle occupant fatalities, all seating positions for each year and the data forecasts for 2018 and 2019. Based on statistical forecasting, the number of unrestrained passenger vehicle occupant fatalities, all seating positions on Florida's roads is forecasted to be between 546 and 745 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for the number of unrestrained passenger vehicle occupant fatalities, all seating positions is zero in 2019.

The data forecast indicates Florida's number of unrestrained passenger vehicle occupant fatalities, all seating positions will continue to trend downward in 2018 and 2019. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of unrestrained passenger vehicle occupant fatalities, all seating positions on Florida's roads.



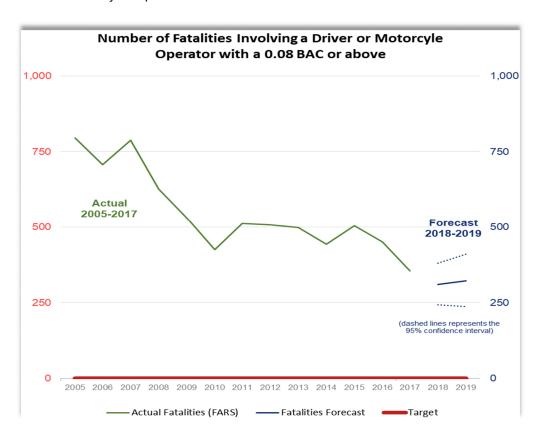


# C5 - NUMBER OF FATALITIES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A .08 BAC OR ABOVE

The table 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 2018 and 2019. Based on statistical forecasting, fatalities involving a driver or motorcycle operator with a .08 BAC or above on Florida's roads is forecasted to be between 237 and 410 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above is zero in 2019.

While the data forecast indicates Florida's number of fatalities involving a driver or motorcycle operator with a .08 BAC or above will continue to trend downward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above.



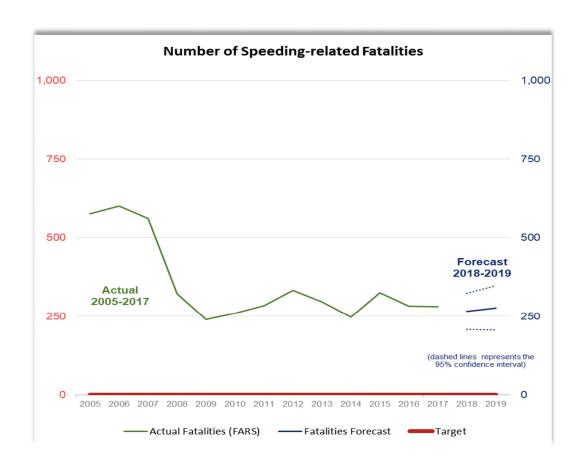


#### **C6 - NUMBER OF SPEEDING-RELATED FATALITIES**

The table below reflects the number of number of speeding-related fatalities for each year and the data forecast for 2018 and 2019. Based on statistical forecasting, number of speeding-related fatalities on Florida's roads is forecasted to be between 206 and 348 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for number of speeding-related fatalities is zero in 2019.

While the data forecast indicates Florida's number of speeding-related fatalities will continue to trend downward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of speeding-related fatalities.



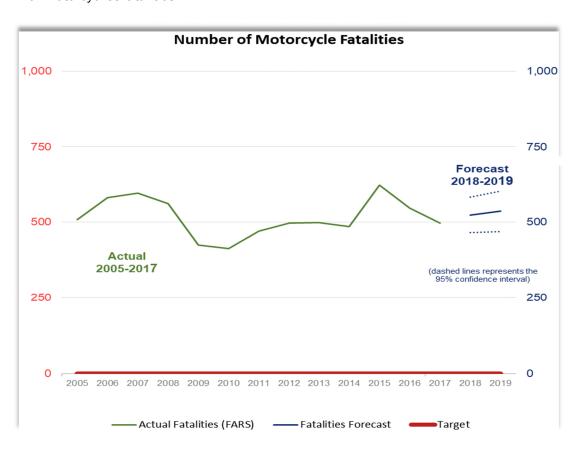


#### C7 - NUMBER OF MOTORCYCLIST FATALITIES

The table below reflects the number of motorcyclist fatalities for each year and the data forecast for 2018 and 2019. Based on statistical forecasting, the number of motorcyclist fatalities on Florida's roads is forecasted to be between 469 and 602 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for number of motorcyclist fatalities is zero in 2019.

While the data forecast indicates Florida's number of motorcyclist fatalities will increase in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of motorcyclist fatalities.



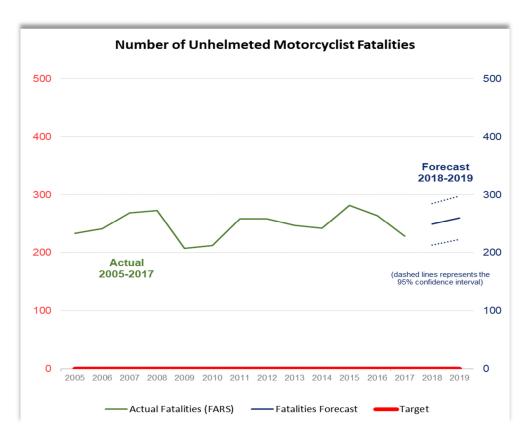


# C8 - NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

The table below reflects the number of number of unhelmeted motorcyclist fatalities for each year and the data forecast for 2018 and 2019. Based on statistical forecasting, number of unhelmeted motorcyclist fatalities on Florida's roads is forecasted to be between 222 and 298 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for number of unhelmeted motorcyclist fatalities is zero in 2019.

While the data forecast indicates Florida's number of unhelmeted motorcyclist fatalities could continue to trend upward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of unhelmeted motorcyclist fatalities.

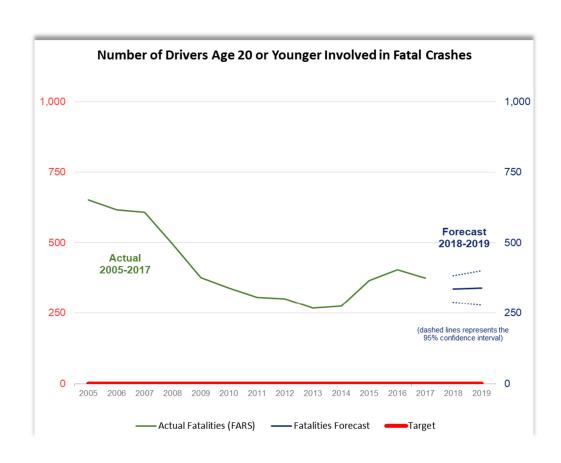


# C9 - NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES

The table below reflects the number of number of drivers age 20 or younger involved in fatal crashes for each year and the data forecast for 2018 and 2019. Based on statistical forecasting, number of drivers age 20 or younger involved in fatal crashes on Florida's roads is forecasted to be between 278 and 400 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for number of drivers age 20 or younger involved in fatal crashes is zero in 2019.

While the data forecast indicates Florida's number of drivers age 20 or younger involved in fatal crashes will continue to trend downward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of drivers age 20 or younger involved in fatal crashes.



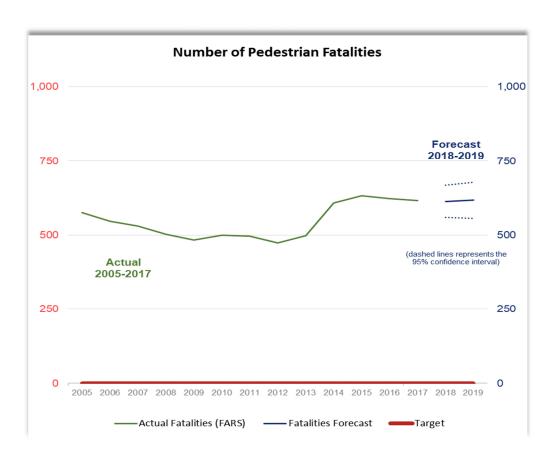


#### C10 - NUMBER OF PEDESTRIAN FATALITIES

The table below reflects the number of number of pedestrian fatalities for each year and the data forecast for 2018 and 2019. Based on statistical forecasting, number of pedestrian fatalities on Florida's roads is forecasted to be between 557 and 678 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for number of pedestrian fatalities is zero in 2019.

While the data forecast indicates Florida's number of pedestrian fatalities could continue to trend upward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of pedestrian fatalities.

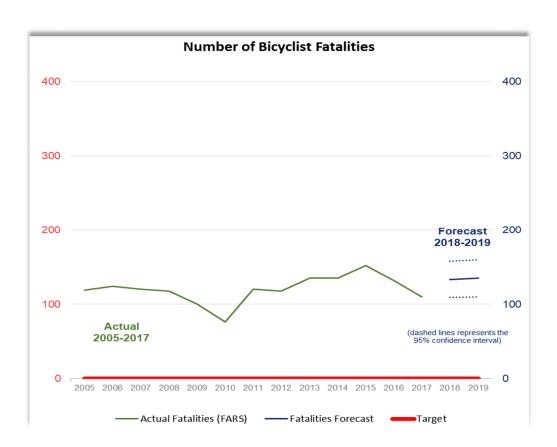


#### C11 - NUMBER OF BICYCLIST FATALITIES

The table below reflects the number of number of bicyclist fatalities for each year and the data forecast for 2018 and 2019. Based on statistical forecasting, number of bicyclist fatalities on Florida's roads is forecasted to be between 110 and 160 in 2019. This forecast was made by combining FARS data with current state data from 2005 to 2017 to predict probable outcomes for 2018 and 2019.

Florida's target for number of bicyclist fatalities is zero in 2019.

While the data forecast indicates Florida's number of bicyclist fatalities could continue to trend upward in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of bicyclist fatalities.



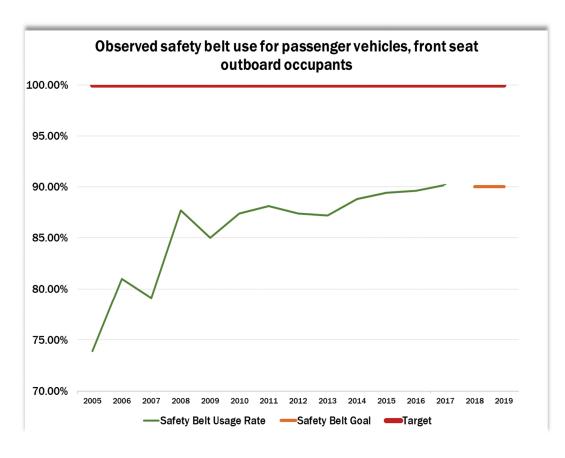


# B1 – OBSERVED SAFETY BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS

The table below reflects the observed safety belt use for passenger vehicles, front seat outboard occupants for each year. Based on the trend, the observed safety belt use for passenger vehicles, front seat outboard occupants could remain relatively the same in 2018 and 2019. This forecast was made by using state data from 2005 to 2017 to show the trend.

Florida's target for observed safety belt use for passenger vehicles, front seat outboard occupants is 100 percent in 2019.

While the trend indicates Florida's observed safety belt use for passenger vehicles, front seat outboard occupants could remain relatively the same in 2018 and 2019, the FDOT State Safety Office expects the projects chosen for funding will enhance the upward trend in the observed safety belt use for passenger vehicles, front seat outboard occupants.





#### **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.

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

	Activity Measures		2012	2013	2014	2015	2016	2017
A-1	Number of Grant-Funded Safety Belt Citations	Final	3,057	9,019	9,016	1,105	553	3,723
A-2	Number of Grant-Funded Impaired Driving Arrests	Final	3,132	4,003	2,133	1,060	1,848	964
A-3	Number of Grant-Funded Speeding Citations	Final	16,571	17,725	21,148	5,737	4,285	13,408

### 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:

	Program Area	Florida Specific Measures		2012	2013	2014	2015	2016	2017	2018	2019
F-1	L Aging Rhad Hears	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	363	344	327	311	295	280	0	O
			Final	363	465	460	516	325			
F-2	Community Traffic Safety Outreach	Number of CTST outreach events conducted	Target	N/A	N/A	N/A	N/A	N/A	N/A	168	175
			Final	N/A	N/A	N/A	N/A	N/A	N/A		
F-3	Distracted Driving	Number of distracted driving fatalities	Target	N/A	N/A	N/A	N/A	N/A	N/A	0	0
			Final	N/A	N/A	N/A	N/A	N/A	N/A		
F-4	Paid Media	Estimated number of impressions									
		Aging Road Users	Target	N/A	N/A	N/A	N/A	N/A	N/A	30.000	30.000
		76mg Noda Cocio	Final	N/A	N/A	N/A	N/A	N/A	N/A	30,000	30,000
		Impaired Driving	Target	N/A	N/A	N/A	N/A	N/A	N/A	3,000,000	3.000.000
		impared briting	Final	N/A	N/A	N/A	N/A	N/A	N/A	0,000,000	0,000,000
		Motorcycle Safety	Target	N/A	N/A	N/A	N/A	N/A	N/A	500.000	500.000
			Final	N/A	N/A	N/A	N/A	N/A	N/A		
		Occupant Protection	Target	N/A	N/A	N/A	N/A	N/A	N/A	1,000,000	1,000,000
			Final	N/A	N/A	N/A	N/A	N/A	N/A		
		Pedestrian and Bicycle Safety	Target	N/A	N/A	N/A	N/A	N/A	N/A	400,000	400,000
			Final	N/A	N/A	N/A	N/A	N/A	N/A		
F-5	Planning and Administration	Number of traffic safety subgrants executed	Target	N/A	N/A	N/A	N/A	N/A	N/A	168	170
			Final	N/A	N/A	N/A	N/A	N/A	N/A		
F-6		Percent of law enforcement agenices participating in the Florida Law Enforcement Liaison Traffic Safety Challenge	Target	N/A	N/A	N/A	N/A	N/A	N/A	100%	100%
			Final	N/A	N/A	N/A	N/A	N/A	N/A		
F-7	Public Traffic Safety Professionals Training	Number of persons who received traffic safety professional's traning	Target	N/A	N/A	N/A	N/A	N/A	N/A	500	500
			Final	N/A	N/A	N/A	N/A	N/A	N/A		
F-8		Number of crashes submitted within 10 days to the state	Target	N/A	N/A	>60%	>65%	>70%	>75%	>80%	>80%
			Final	N/A	N/A	63.80%	69.93%	76.40%	74.30%		
F-9	Work Zone Safety	Number of fatalities in work zones	Target	N/A	N/A	N/A	N/A	N/A	N/A	0	0
			Final	N/A	N/A	N/A	N/A	N/A	N/A		

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.

Indicates that data is not currently available

# 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. All 2017 numbers are based on preliminary state data and subject to change.

	Core Performance Measures		2012	2013	2014	2015	2016	2017
C-1	Number of Traffic Fatalities	Target	2,431	2,309	2.194	2.084	1,980	1,881
		Final	2,431	2,403	2.494	2,938	3.174	2,957
C-2	Number of Serious Injuries in Traffic Crashes	Target	18,358	17,440	16,568	15.740	14,953	14,205
		Final	18,358	12,930	20,907	21,546	21,645	20,037
C-3	Number of Fatalities/100M VMT	Target	1.27	1.21	1.15	1.09	1.03	0.98
0.4	No. of the section of	Final	1.27	1.25	1.24	1.42	472	1.56
C-4	Number of Unrestrained Occupant Fatalities – All Seating Positions	Target	580 580	551 553	523 511	497 602	745	449 667
C.E.	Number of Fatalities Involving Driver/Meterovolist with OCL PAC	Final	709	674	640	602	577	549
C-5	Number of Fatalities Involving Driver/Motorcyclist with .08+ BAC	Target Final	709	672	694	788	841	355
C-6	Number of Speeding-Related Fatalities	Target	366	348	330	314	298	283
C-0	Number of Speeding-Related Fatalities	Final	366	346	245	320	310	281
C-7	Number of Motorcyclist Fatalities	Target	492	467	444	422	401	381
01	realition of motorogonot ratalities	Final	492	485	478	615	586	497
C-8	Number of Unhelmeted Motorcyclist Fatalities	Target	252	239	227	216	205	195
- 00	Trainbor of official cod motoroyollot ratalities	Final	252	237	223	283	283	228
C-9	Number of Drivers ≤ Age 20 Involved in Fatal Crashes	Target	300	285	271	257	244	232
- 00	Transcript Britara 1760 20 milested in Fatar Gradies	Final	300	263	269	359	401	375
C-10	Number of Pedestrian Fatalities	Target	477	453	430	409	389	369
0.10	Trained of Fodocital Facilities	Final	477	499	588	629	652	616
C-11	Number of Bicyclist Fatalities	Target	124	118	112	106	101	96
0 11	Trainbor or biogonoc ratangoo	Final	124	133	139	158	138	110
	Behavioral Measures	Tiridi	2012	2013	2014	2015	2016	2017
B-1	Observed Safety Belt Use, Front Seat Outboard Occupants	Target	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%
	observed durety box esse, from essat dutaband decapante	Final	87.4%	87.2%	88.8%	89.4%	89.6%	90.2%
	Activity Measures	1 11 15.1	2012	2013	2014	2015	2016	2017
A-1	Number of Grant-Funded Safety Belt Citations	Final	3057	9019	9016	1105	553	3723
A-2	Number of Grant-Funded Impaired Driving Arrests	Final	3132	4003	2133	1060	1848	964
A-3	Number of Grant-Funded Speeding Citations	Final	16571 2012	17725 2013	21148 2014	5737	4285 2016	13408
	Florida-Specific Measures					2015		2017
	<u> </u>		2012	2010			2010	
F-1	Number of Florida resident drivers age 65 or older involved in fatal	Target	363	344	327	311	295	280
F-1	<u> </u>	_	363	344	327	311	295	
	Number of Florida resident drivers age 65 or older involved in fatal crashes	Final	363 363	344 465	327 460	311 516	295 325	280
F-1 F-2	Number of Florida resident drivers age 65 or older involved in fatal	Final Target	363 363 N/A	344 465 N/A	327 460 N/A	311 516 N/A	295 325 N/A	280 N/A
F-2	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted	Final Target Final	363 363 N/A N/A	344 465 N/A N/A	327 460 N/A N/A	311 516 N/A N/A	295 325 N/A N/A	280 N/A N/A
	Number of Florida resident drivers age 65 or older involved in fatal crashes	Final Target Final Target	363 363 N/A N/A N/A	344 465 N/A N/A N/A	327 460 N/A N/A N/A	311 516 N/A N/A N/A	295 325 N/A N/A N/A	280 N/A N/A N/A
F-2 F-3	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities	Final Target Final	363 363 N/A N/A	344 465 N/A N/A	327 460 N/A N/A	311 516 N/A N/A	295 325 N/A N/A	280 N/A N/A
F-2	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted	Final Target Final Target	363 363 N/A N/A N/A	344 465 N/A N/A N/A	327 460 N/A N/A N/A	311 516 N/A N/A N/A	295 325 N/A N/A N/A	280 N/A N/A N/A
F-2 F-3	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions	Final Target Final Target Final	363 N/A N/A N/A	344 465 N/A N/A N/A N/A	327 460 N/A N/A N/A N/A	311 516 N/A N/A N/A N/A	295 325 N/A N/A N/A N/A	280 N/A N/A N/A N/A
F-2 F-3	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities	Final Target Final Target Final Target Final	363 363 N/A N/A N/A N/A	344 465 N/A N/A N/A N/A	327 460 N/A N/A N/A N/A	311 516 N/A N/A N/A N/A	295 325 N/A N/A N/A N/A	280 N/A N/A N/A N/A
F-2 F-3	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users	Final Target Final Target Final Target Final Target Final	363 363 N/A N/A N/A N/A	344 465 N/A N/A N/A N/A N/A	327 460 N/A N/A N/A N/A	311 516 N/A N/A N/A N/A N/A	295 325 N/A N/A N/A N/A N/A	280 N/A N/A N/A N/A
F-2 F-3	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions	Final Target Final Target Final Target Final Target Final Target Final Target	363 N/A N/A N/A N/A N/A N/A	344 465 N/A N/A N/A N/A	327 460 N/A N/A N/A N/A	311 516 N/A N/A N/A N/A N/A	295 325 N/A N/A N/A N/A N/A	280 N/A N/A N/A N/A
F-2 F-3	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving	Final Target Final Target Final Target Final Target Final Target Final Target Final	363 N/A N/A N/A N/A N/A N/A	344 465 N/A N/A N/A N/A N/A	327 460 N/A N/A N/A N/A N/A N/A	311 516 N/A N/A N/A N/A N/A N/A	295 N/A N/A N/A N/A N/A N/A N/A	280  N/A  N/A  N/A  N/A  N/A  N/A  N/A
F-2 F-3	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users	Final Target	363 N/A N/A N/A N/A N/A N/A	344 465 N/A N/A N/A N/A N/A N/A	327 460 N/A N/A N/A N/A N/A N/A N/A	311 516 N/A N/A N/A N/A N/A N/A N/A	295 325 N/A N/A N/A N/A N/A N/A N/A N/A	280  N/A N/A N/A N/A N/A N/A N/A N/A N/A N/
F-2 F-3	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving  Motorcycle Safety	Final Target Final	363 N/A N/A N/A N/A N/A N/A N/A N/A	344 465 N/A N/A N/A N/A N/A N/A N/A	327 460 N/A N/A N/A N/A N/A N/A N/A	311 516 N/A N/A N/A N/A N/A N/A N/A	295 325 N/A	280  N/A N/A N/A N/A N/A  N/A N/A N/A N/A N
F-2 F-3	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving	Final Target	363 N/A N/A N/A N/A N/A N/A N/A N/A N/A	344 465 N/A N/A N/A N/A N/A N/A N/A N/A	327 460 N/A N/A N/A N/A N/A N/A N/A N/A N/A	311 516 N/A N/A N/A N/A N/A N/A N/A N/A N/A	295 325 N/A	280  N/A N/A N/A N/A N/A N/A N/A N/A N/A N/
F-2 F-3	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving  Motorcycle Safety  Occupant Protection	Final Target Final	363 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	344 465 N/A N/A N/A N/A N/A N/A N/A N/A N/A	327 460 N/A N/A N/A N/A N/A N/A N/A N/A N/A	311 516 N/A N/A N/A N/A N/A N/A N/A N/A N/A	295 325 N/A	N/A N/A N/A N/A N/A N/A N/A N/A N/A
F-2 F-3	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving  Motorcycle Safety	Final Target	363 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	344 465 N/A	327 460 N/A N/A N/A N/A N/A N/A N/A N/A N/A	311 516 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	295 325 N/A	280  N/A N/A N/A N/A N/A N/A N/A N/A N/A N/
F-2 F-3	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving  Motorcycle Safety  Occupant Protection  Pedestrian and Bicycle Safety	Final Target Final Final Target Final Final Final Final Final Final Final Final	363 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	344 465 N/A N/A N/A N/A N/A N/A N/A N/A N/A	327 460 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	311 516 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	295 N/A	N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
F-2 F-3 F-4	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving  Motorcycle Safety  Occupant Protection	Final Target	363 N/A N/A N/A N/A N/A N/A N/A N/A	344 465 N/A	327 460 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	311 516 N/A N/A N/A N/A N/A N/A N/A N/A	295 325 N/A	N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
F-2 F-3 F-4	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving  Motorcycle Safety  Occupant Protection  Pedestrian and Bicycle Safety  Number of traffic safety subgrants executed  Percent of law enforcement agenices participating in the Florida Law	Final Target Final Final Target Final Final Final Final Final Final Final Final	363 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	344 465 N/A	327 460 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	311 516 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	295 N/A	N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
F-2 F-3 F-4	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving  Motorcycle Safety  Occupant Protection  Pedestrian and Bicycle Safety  Number of traffic safety subgrants executed	Final Target	363 N/A N/A N/A N/A N/A N/A N/A N/A	344 465 N/A	327 460 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	311 516 N/A N/A N/A N/A N/A N/A N/A N/A	295 325 N/A	N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
F-2 F-3 F-4 F-5 F-6	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving  Motorcycle Safety  Occupant Protection  Pedestrian and Bicycle Safety  Number of traffic safety subgrants executed  Percent of law enforcement agenices participating in the Florida Law Enforcement Liaison Traffic Safety Challenge	Final Target Final Final	363 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	344 465 N/A	327 460 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	311 516 N/A N/A N/A N/A N/A N/A N/A N/A	295 325 N/A	280  N/A N/A N/A N/A N/A N/A N/A N/A N/A N/
F-2 F-3 F-4	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving  Motorcycle Safety  Occupant Protection  Pedestrian and Bicycle Safety  Number of traffic safety subgrants executed  Percent of law enforcement agenices participating in the Florida Law	Final Target	363 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A	344 465 N/A	327 460 N/A N/A N/A N/A N/A N/A N/A N/A	311 516 N/A N/A N/A N/A N/A N/A N/A N/A	295 325 N/A	N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
F-2 F-3 F-4 F-5 F-6 F-7	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving  Motorcycle Safety  Occupant Protection  Pedestrian and Bicycle Safety  Number of traffic safety subgrants executed  Percent of law enforcement agenices participating in the Florida Law Enforcement Liaison Traffic Safety Challenge	Final Target Final	363 N/A	344 465 N/A	327 460 N/A	311 516 N/A N/A N/A N/A N/A N/A N/A N/A	295 325 N/A	N/A
F-2 F-3 F-4 F-5 F-6	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving  Motorcycle Safety  Occupant Protection  Pedestrian and Bicycle Safety  Number of traffic safety subgrants executed  Percent of law enforcement agenices participating in the Florida Law Enforcement Liaison Traffic Safety Challenge	Final Target Final	363 N/A N/A N/A N/A N/A N/A N/A N/A	344 465 N/A	327 460 N/A	311 516 N/A N/A N/A N/A N/A N/A N/A N/A	295 325 N/A	N/A
F-2 F-3 F-4 F-5 F-6 F-7 F-8	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving  Motorcycle Safety  Occupant Protection  Pedestrian and Bicycle Safety  Number of traffic safety subgrants executed  Percent of law enforcement agenices participating in the Florida Law Enforcement Liaison Traffic Safety Challenge  Number of persons who received traffic safety professional's traning  Number of crashes submitted within 10 days to the state	Final Target Final	363 N/A N/A N/A N/A N/A N/A N/A N/A	344 465 N/A	327 460 N/A	311 516 N/A N/A N/A N/A N/A N/A N/A N/A	295 325 N/A	280  N/A N/A N/A N/A N/A N/A N/A N/A N/A N/
F-2 F-3 F-4 F-5 F-6 F-7	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving  Motorcycle Safety  Occupant Protection  Pedestrian and Bicycle Safety  Number of traffic safety subgrants executed  Percent of law enforcement agenices participating in the Florida Law Enforcement Liaison Traffic Safety Challenge	Final Target	363 363 N/A	344 465 N/A	327 460 N/A	311 516 N/A N/A N/A N/A N/A N/A N/A N/A	295 325 N/A	280  N/A N/A N/A N/A N/A N/A N/A N/A N/A N/
F-2 F-3 F-4 F-5 F-6 F-7 F-8	Number of Florida resident drivers age 65 or older involved in fatal crashes  Number of CTST outreach events conducted  Number of distracted driving fatalities  Estimated number of impressions  Aging Road Users  Impaired Driving  Motorcycle Safety  Occupant Protection  Pedestrian and Bicycle Safety  Number of traffic safety subgrants executed  Percent of law enforcement agenices participating in the Florida Law Enforcement Liaison Traffic Safety Challenge  Number of persons who received traffic safety professional's traning  Number of crashes submitted within 10 days to the state	Final Target Final	363 N/A N/A N/A N/A N/A N/A N/A N/A	344 465 N/A	327 460 N/A	311 516 N/A N/A N/A N/A N/A N/A N/A N/A	295 325 N/A	280  N/A N/A N/A N/A N/A N/A N/A N/A N/A N/

### **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 seven Law Enforcement Liaisons (LELs) work with local, county, and state law enforcement agencies to encourage participation in state mobilizations and the 3 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 (2012-2016), 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.

Other data tools used for enforcement planning are the Florida Integrated Report Exchange System (FIRES) and Signal 4 Analytics, which provide actual crash counts

for each law enforcement agency and county. These tools also 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 problems, 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 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 the National Highway Traffic Safety Administration (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 effectiveness of their enforcement efforts, upgrade traffic safety policies, educate personnel, participate in the 3 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 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
- 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

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

### 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 FY2019 can be found on the following pages:

Impaired Driving	page (	60
Motorcycle Safety	page (	67
Occupant Protection	page <sup>·</sup>	72
Pedestrian and Bicycle Safety	page 8	88
Speed / Aggressive Driving	page 9	99
Work Zone Safety	page :	114



### **FDOT Program Areas**

Florida's 2019 HSP projects are divided up into different 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
- Paid Media
- Pedestrian and Bicycle Safety
- Planning and Administration
- Police Traffic Services LEL
- Public Traffic Safety Professionals Training
- Speed/Aggressive Driving
- Teen Driver Safety
- Traffic Records
- Work Zone Safety

# **Aging Road Users**

Florida has the largest number of aging road users in the nation. Since today's older adults are expected to live longer and continue to drive longer than any previous generation, their impact on traffic safety can be substantial.

As drivers age, their traffic risks increase. An 80-year-old woman driver is seven times more likely to be killed as a 45-year-old woman in trips that are the same distance. Aging impacts vision, memory, physical strength, reaction time, and flexibility – all necessary for safe driving. Fortunately, the majority of aging drivers voluntarily limit their driving when their skills begin to decrease. They make choices to not drive at night, stay on familiar roadways, and drive more during the mid-day hours when traffic is not as heavy (10 a.m. to 2 p.m.).

The goal of Florida's Aging Road User Program is to improve the safety and mobility of the state's older drivers by reducing their fatalities, serious injuries, and crashes. At the same time, the program seeks to help them maintain their mobility and independence. FY2019 projects address aging road user safety from several angles and enlist local agencies to address this important issue in their specific geographic areas.

### **STRATEGIES**

- Promote and educate drivers on comprehensive driving evaluations and safety strategies to prevent crashes
- Expand transportation choices and promote community design features to meet the mobility needs of an aging population
- Develop and distribute resources and tools to support safe driving skills and encourage early planning to safely transition from driving

#### **EFFECTIVENESS OF PROGRAM**

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Eighth Edition, 2015 guide.* See the following section(s):

Communications and Outreach (CTW, Chapter 7: Pages 7-12)



**Project Name:** Elder Road User Program - CarFit

Implementing Agency: Area Agency on Aging of Central Florida, Inc. dba Senior

Resource Alliance

Project Number: CP-19-04-09

Funding Source: 402

**Project Description:** The Area Agency on Aging of Central Florida will contract

with a consultant to conduct train-the-trainer classes and consumer CarFit 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: \$68,013

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

**Implementing Agency:** Pepper Institute on Aging and Public Policy

Project Number: CP-19-04-10

Funding Source: 402

**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.

Budget: \$264,000



**Project Name:** Aging Road User Information Systems 2018-2019

Implementing Agency: Institute for Mobility, Activity, and Participation

Project Number: CP-19-04-11

Funding Source: 402

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: \$174,000

**Project Name:** 65+ Grand Drivers

Implementing Agency: Broward County Sheriff's Office

Project Number: CP-19-04-12

Funding Source: 402

Project Description: The Broward County Sheriff's Office will implement a driving

safety education program to reduce fatalities and serious

injuries of aging road users in Broward County. This

program will include trainings and educational materials for aging road users 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: \$21,000

**Project Name:** Ocala Police Department Aging Driver Program

**Implementing Agency:** Ocala Police Department

Project Number: CP-19-04-13

Funding Source: 402

**Project Description:** The Ocala Police Department will implement an aging driver

education program, emphasizing the importance of keeping older drivers mobile and safe and on reducing crashes that result in injuries and fatalities. Educational presentations will include information on safety belt use, pedal application error, and alternative transportation options. This program will help to encourage positive perceptions and attitudes of older drivers and produce positive social norms about

driving.

Budget: \$4,000



### Community Traffic Safety Outreach

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.

### **STRATEGIES**

- Increase public awareness and highway traffic safety programs
- Expand the network of concerned individuals to build recognition and awareness about traffic safety
- Support initiatives that enhance traffic laws and regulations related to safe driving

#### EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Eighth Edition, 2015 guide.* See the following section(s):

 Communications and Outreach (CTW, Chapter 2: Pages 20-21; Chapter 4, Pages 19-22; Chapter 8: Pages 8-27)

Project Name: Community Traffic Safety Teams

Implementing Agency: (see below)

**Project Number:** (see below)

Funding Source: 402

**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

equipment, public information and educational materials



that address traffic safety problems affecting their local communities.

Budget: \$210,000

Project Number	Implementing Agency	Project Name	Budget
CP-19-04-01	Florida Department of Transportation – District 1	Public Information and Education Program – District 1	\$30,000
CP-19-04-02	Florida Department of Transportation – District 2	Public Information and Education Program – District 2	\$30,000
CP-19-04-03	Florida Department of Transportation – District 3	Public Information and Education Program – District 3	\$30,000
CP-19-04-04	Florida Department of Transportation – District 4	Public Information and Education Program – District 4	\$30,000
CP-19-04-05	Florida Department of Transportation – District 5	Public Information and Education Program – District 5	\$30,000
CP-19-04-06	Florida Department of Transportation – District 6	Public Information and Education Program – District 6	\$30,000
CP-19-04-07	Florida Department of Transportation – District 7	Public Information and Education Program – District 7	\$30,000

**Project Name:** Community Traffic Safety Support

Implementing Agency: Center for Urban Transportation Research

Project Number: CP-19-04-08

Funding Source: 402

**Project Description:** The University of South Florida, 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, and process reviews. Public information materials include the annual update and distribution of the Quick Reference Guide for Florida Law Enforcement, and outreach materials that are distributed as

part of other programs.

Budget: \$214,000



### **Distracted Driving**

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.

Florida's distracted driving program aims to reduce distracted driving crashes by funding projects to raise awareness about this issue and educate traffic safety partners about the need for better data collection and crash reporting.

#### **STRATEGIES**

- Educate about roadway design and operation practices such as rumble strips and stripes and flashing beacons with warning signs to mitigate lane departures, speeding, and other symptoms of distracted driving and to reduce congestion and improve mobility
- Affect societal attitudes about distracted driving through intensive public education activities
- Collaborate with other public and private organizations to offer innovative solutions such as policies that prohibit distracted driving when using company or organization vehicles

#### **EFFECTIVENESS OF PROGRAM**

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Eighth Edition, 2015 guide.* See the following section(s):

Communications and Outreach (CTW, Chapter 4: Pages 21-22)



**Project Name:** Teen Distracted Driving Education Program

Implementing Agency: Florida Transportation Technology Transfer (T2) Center

Project Number: DD-19-04-01

Funding Source: 402

**Project Description:** The University of Florida (UF), Florida Transportation

Technology Transfer (T2) Center will maintain and improve upon a newly created computer-based training (CBT) curriculum that focuses on reducing distracted driving by young adults. The curriculum includes sections that address the three types (manual, visual and cognitive) of distracted driving and the impact each has on an individual's ability to

drive safely.

Budget: \$55,000



**Project Name:** Law Enforcement Distracted Driving Outreach and

Education

Implementing Agency: (see below)

**Project Number:** (see below)

Funding Source: 402

**Project Description:** The following local enforcement agencies will receive

funding to conduct distracted driving educational programs and community outreach. Efforts include presentations at schools, local organizations, and community events.

Budget: \$32,000

Project Number	Implementing Agency	Project Name	Budget
DD-19-04-02	Broward County Sheriff's Office	Distracted Driving	\$10,000
DD-19-04-03	Calhoun County Sheriff's Office	Calhoun Sheriff's Office Distracted Driving Program	\$8,000
DD-19-04-04	Citrus County Sheriff's Office	Citrus County Sheriff's Office – Just Drive Citrus	\$5,000
DD-19-04-05	Gainesville Police Department	Gainesville Police Department Distracted Driver Program	\$5,000
DD-19-04-06	Margate Police Department	Margate Police Department Distracted Driving Initiative	\$4,000

### Impaired Driving

Impaired driving is involved in about one quarter of all motor vehicle deaths 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.

The Impaired Driving Program supports a variety of strategies that target individuals driving under the influence of drugs and/or alcohol. Florida's impaired driving program provides funding for DUI enforcement activities and equipment, awareness and education campaigns, proactive youth-focused DUI education and outreach, and specialized education for law enforcement, BAC testers, and prosecution to increase effective DUI adjudication.

### **STRATEGIES**

- Combine high-visibility enforcement with increased public awareness of the dangers, costs, and consequences of impaired driving, with emphasis on highrisk populations and locations
- Reduce repeat impaired driving behavior though targeted enforcement, effective and efficient prosecution, enhanced penalties for subsequent offenses, and improved evaluation, intervention, and treatment of substance abuse
- Identify opportunities to prevent or counteract impaired driving through training of law enforcement, court, and substance abuse treatment personnel, recognition of emerging trends and new best practices

### **EFFECTIVENESS OF PROGRAM**

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Eighth Edition, 2015 guide.* See the following section(s):

- Deterrence: Enforcement (CTW: Chapter 1, Pages 21-27)
- Deterrence: Prosecution and Adjudication (CTW: Chapter 1, Pages 29-34)



 Prevention, Intervention, Communications and Outreach (CTW: Chapter 1, Pages 46-54)

Underage Drinking and Drinking and Driving (CTW: Chapter 1, Pages 56-65)

Drug-Impaired Driving (CTW: Chapter 1, Pages 69-74)

**Project Name:** Florida Impaired Driving Coalition

Implementing Agency: Center for Urban Transportation Research

Project Number: AL-19-05-01

Funding Source: 402

**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: \$130,000



Project Name: Impaired Driving Campaign Development

Implementing Agency: Center for Urban Transportation Research

Project Number: M5PEM-19-16-01

**Funding Source:** 405(d)

**Project Description:** The University of South Florida Center for Urban

Transportation Research (CUTR) will work with FDOT to create a comprehensive DUI media package that includes ads that can be used in television, radio, magazine, events, internet, billboards, posters, brochures, social media, sporting vanues, etc. The ads will be developed to target

sporting venues, etc. The ads will be developed to target Florida citizens and visitors to encourage them to drive

sober.

Budget: \$50,000



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

Implementing Agency: Florida Public Safety Institute

Project Number: M5CS-19-06-01

**Funding Source:** 405(d)

**Project Description:** Tallahassee Community College, via the Florida Public

Safety Institute, 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 and assistant 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

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: \$465,361



Project Name: MADD Florida Safe and Aware

Implementing Agency: Mothers Against Drunk Driving (MADD) Florida

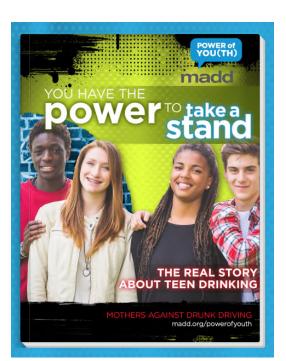
Project Number: M5X-19-06-01

**Funding Source:** 405(d)

Project Description: 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.

Budget: \$297,550





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

Implementing Agency: Institute of Police Technology and Management

Project Number: M5X-19-06-02

**Funding Source:** 405(d)

**Project Description:** The University of North Florida, Institute of Police

Technology and Management will receive funding for overtime call-outs 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: \$20,000

Project Name: Value Life

Implementing Agency: The Meagan Napier Foundation

Project Number: M5X-19-06-03

Funding Source: 405(d)

**Project Description:** The Florida Sheriff's Association will contract with The

Meagan Napier Foundation to conduct impaired driving related outreach and educational presentations across the state. Meagan Napier and Lisa Dickson were victims of an impaired driving crash in 2002. Meagan's mother, Renee, and Eric Smallridge, the impaired driver involved in the crash that killed Napier's daughter, deliver a powerful message about the dangers and consequences of driving

while impaired. During their presentations, they also discuss safe alternatives for getting

home.

Budget: \$25,000



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

Implementing Agency: Institute of Police Technology and Management

Project Number: M5X-19-06-04

**Funding Source:** 405(d)

Project Description: 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: \$60,000

**Project Name:** Improving the Effectiveness of Expert Witness Testimony

with Training and Upgrading Alcohol Reference Devices

Implementing Agency: Florida Department of Law Enforcement: Alcohol Testing

Program

Project Number: M5BAC-19-12-01

**Funding Source:** 405(d)

**Project Description:** Florida Department of Law Enforcement: Alcohol Testing

Program will use funding to enhance the knowledge and skills of the Alcohol Testing Program staff and purchase equipment to strengthen Florida's breath testing program

and enforcement.

Budget: \$49,000

Project Name: (see below)

Implementing Agency: (see below)

**Project Number:** (see below)

**Funding Source:** 405(d)

**Project Description:** The following enforcement agencies have jurisdiction over

communities with high fatality and serious injuries due to impaired driving and currently rank in the top 25% of the FY2019 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,

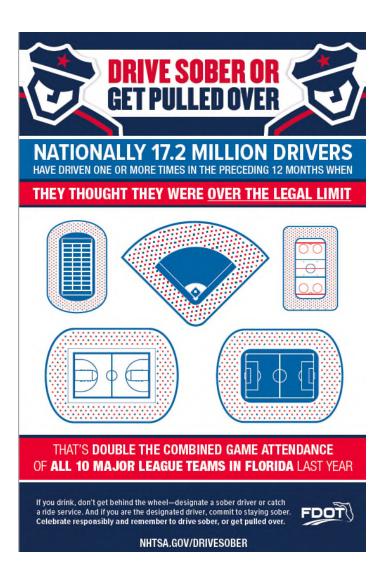
NFL Super Bowl, St. Patrick's Day, Cinco de Mayo, Independence Day, Labor Day, and Halloween.



Project Number	Implementing Agency	Project Name	Budget
M5HVE-19-06-01	Bay County Sheriff's Office	Enhanced Impaired Driving Enforcement	\$50,000
M5HVE-19-06-02	Bradenton Police Department	Bradenton Police Department Operation "Drive Sober"	\$20,000
M5HVE-19-06-03	Bradford County Sheriff's Office	Bradford County Impaired Driving Enforcement	\$25,000
M5HVE-19-06-04	Boynton Beach Police Department	Boynton Beach Impaired Driving Enforcement	\$22,000
M5HVE-19-06-05	Cape Coral Police Department	Cape Coral Impaired Driving Enforcement and Education	\$38,000
M5HVE-19-06-06	Marianna Police Department	Operation Sober City	\$17,000
M5HVE-19-06-07	City of Miami Police Department	FY 2019 Miami DUI Checkpoint and Saturation Patrol Overtime Project	\$80,000
M5HVE-19-06-08	Ocala Police Department	Ocala Police Department DUI Suppression and Impaired Driving Program	\$25,000
M5HVE-19-06-09	Pensacola Police Department	Continuation of DUI Enforcement Grant	\$45,000
M5HVE-19-06-10	Fort Myers Police Department	Fort Myers DUI Impaired Driving Enforcement	\$50,000
M5HVE-19-06-11	Hillsborough County Sheriff's Office	Operation Trident: Outreach, Education and Enforcement Impaired Driving Safety Program	\$125,000



M5HVE-19-06-12	Lee County Sheriff's Office	Impaired Driving Enforcement and Education Program	\$33,000
M5HVE-19-06-13	Palm Beach County Sheriff's Office	Palm Beach County Impaired Driving Initiative	\$150,000
M5HVE-19-06-14	Santa Rosa Sheriff's Office	Impaired Driving - A Problem That Affects Us All	\$50,000
M5HVE-19-06-15	Suwannee County Sheriff's Office	Operation Sober Suwannee	\$20,000
M5HVE-19-06-16	Taylor County Sheriff's Office	Impaired Driving Program	\$31,000



### **Motorcycle Safety**

More Floridians ride motorcycles 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 scooters a more attractive transportation choice.

Motorcyclists, including motor scooter riders, represent seven percent of licensed drivers, three percent of registered motor vehicles, and less than one percent of traffic on Florida's roadways, yet represented 18 percent of Florida's traffic fatalities and 12 percent of serious injuries during the last five years.

The Motorcycle Safety Program targets the reduction of serious injuries and fatalities involving motorcycle riders. FDOT's Motorcycle Safety Program provides education and support for motorcycle riders, trainers, sponsors, local government, law enforcement agencies, and emergency services throughout the state.

#### **STRATEGIES**

- Improve the skill levels of motorcyclists through increased participation in rider education programs and proper license endorsements
- Promote the safe operation of motorcycles, including sharing the road, responsible riding, and the use of proper safety gear
- Consider the unique vulnerabilities and characteristics of motorcyclists when designing and improving transportation infrastructure

### **EFFECTIVENESS OF PROGRAM**

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Eighth Edition, 2015 guide.* See the following section(s):

- Alcohol-Impaired Motorcyclists: Communications and Outreach (CTW: Chapter 5, Pages 15-16)
- Communications and Outreach (CTW: Chapter 5, Pages 22-24)
- Motorcycle Rider Licensing and Training (CTW: Chapter 5, Pages 17-21)



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

Implementing Agency: Center for Urban Transportation Research

Project Number: MC-19-10-01

Funding Source: 402

RIDE SMART

FLORIDA

**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, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, Polk, 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

and Pinellas Counties to improve awareness of the dange of riding impaired, the importance of conspicuity and helmet use, controlled riding, and the promotion of rider

endorsement and lifelong learning.

Budget: \$500,000

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

Implementing Agency: Center for Urban Transportation Research

Project Number: MC-19-10-02

Funding Source: 402

**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 grant 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: \$110,000



**Project Name:** Motorcycle Education and Injury Prevention in Trauma

Centers

Implementing Agency: University of Miami

Project Number: MC-19-10-03

Funding Source: 402

**Project Description:** 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 response protocols, and educating motorcyclists involved in crashes on the methods of reducing risks on the roadways, this project expects to reduce motorcycle-involved fatalities and serious injuries. The program will also study motorcyclists' alcohol, drug and

providing this information to crash victims as a preventative

medication use patterns from crash victims to develop informational material to help reduce recidivism by

measure.

Budget: \$230,000



Funded by the Florida Department of Transportation



**Project Name:** Safe Motorcycle and Rider Techniques (SMART)

Implementing Agency: Osceola County Sheriff's Office

Project Number: MC-19-10-04

Funding Source: 402

**Project Description:** The Osceola County Sheriff's Office will continue offering

the Safe Motorcycle and Rider Techniques (SMART) training program based on skill sets addressed in the Basic Police Motorcycle Operators Course. The course will be offered to the public (not only Osceola County residents) free of charge to improve riding skills. Osceola County borders Orange County, which is one of the top five counties in Florida for motorcycle fatalities. After completing this program, riders will be better able to avoid crashes, reducing motorcycle fatalities and serious injuries in Osceola, Orange, and other neighboring counties. Reductions in these counties will also contribute to a significant reduction in overall motorcycle fatalities in Florida. The Osceola County Sheriff's Office will also conduct monthly motorcycle enforcement operations targeting unsafe riding behaviors in the City of Kissimmee, as one of the largest contributing cities to the total

motorcycle fatalities in the Osceola County area.

Budget: \$70,000

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

Implementing Agency: Florida State University Police Department

Project Number: MC-19-10-05

Funding Source: 402

**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 is also offered and it 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: \$75,000

Project Name: City of Gainesville Motorcycle/Scooter Safety and Education

Program

Implementing Agency: Gainesville Police Department

Project Number: MC-19-10-06

Funding Source: 402

Project Description: The Gainesville Police Department will offer the Safe

Motorcycle and Rider Training Techniques (SMART) training program based on skill sets addressed in the Basic Police Motorcycle Operators Course, at no cost to the public to help them improve riding skills and avoid crashes. Along with training, the Gainesville Police Department will also conduct monthly motorcycle/scooter enforcement

operations targeting unsafe riding behaviors.

Budget: \$60,000

**Project Name:** Safe Motorcycle and Rider Techniques (SMART)

Implementing Agency: Florida State University Police Department

Project Number: MC-19-10-07

Funding Source: 402

**Project Description:** The Florida State Police Department will offer the Safe

Motorcycle and Rider Training Techniques (SMART) training program in the Tallahassee Florida Panhandle area. The training is based on skill sets addressed in the Basic Police Motorcycle Operators Course, at no cost to the public to help them improve riding skills and avoid crashes. After completing this program, riders will be better able to avoid crashes, therefore reducing motorcycle fatalities and

serious injuries.

Budget: \$30,000

Project Name: Motorcycle Awareness Survey

Implementing Agency: Institute of Police Technology and Management

Project Number: MC-19-10-08

Funding Source: 402

**Project Description:** The University of North Florida will conduct a motorcycle

awareness study 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: \$60,000

**Project Name:** Motorcycle and Scooter Enforcement and Education

**Implementing Agency:** (see below)

**Project Number:** (see below)

Funding Source: 402

**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

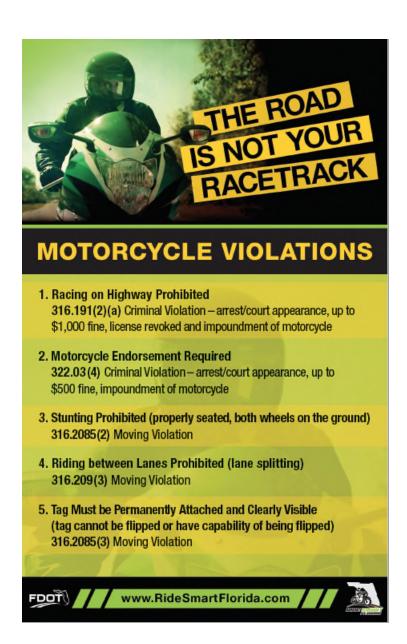
motorcycle and scooter crashes, and currently rank in the top 25% of the FY2019 Highway Safety Matrix. The funds will consist of overtime salaries and benefits. The FDOT State Safety Office will continuously monitor enforcement activities as well as offer technical support to ensure the success of each program and to make sure agencies are complying with federal guidelines that prohibit conducting any checkpoints that target motorcycles for helmet use.

Budget: \$439,000

Project Number	Implementing Agency	Project Name	Budget
MC-19-10-09	Miami Beach Police Department	Motorcycle Safety Campaign	\$75,000



MC-19-10-10	Hillsborough County Sheriff's Office	Triple L: Listen, Learn and Live Motorcycle Education and Safety Program	\$80,000
MC-19-10-11	Broward County Sheriff's Office	Broward Motorcycle Safety Enforcement Program	\$80,000
MC-19-10-12	Key West Police Department	No More Speeding	\$50,000
MC-19-10-13	Miami-Dade Police Department	Specialized Enforcement Operations Targeting Motorcycle Safety	\$100,000
MC-19-10-14	Ocala Police Department	Ocala Police Department Motorcycle Safety Program	\$24,000
MC-19-10-15	Volusia County Sheriff's Office	Motorcycle Safety Grant	\$30,000





### **Occupant Protection**

NHTSA estimates that safety belts saved an estimated 14,996 lives in the United States in 2016. An additional 2,456 lives would have been saved in 2016 if all unrestrained passenger vehicle occupants 5 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 deaths and serious injuries. In Florida in 2015, unrestrained occupants represented 44 percent of all fatalities.

The goal of Florida's Occupant Protection and Child Passenger Safety Program is to increase and improve the use of age-appropriate safety restraints to reduce traffic fatalities and serious injuries. Progress toward this goal will occur through projects such as the Florida Occupant Protection Resource Center that encourages proper use of occupant restraints and provides occupant protection training, education, and resources for motorists and passengers of all ages. The Occupant Protection Coalition will develop materials and programs to encourage the use of safety belts among Florida's high-risk groups (18-34 year males, minorities, and pickup truck drivers).

Active recruitment and training of certified child passenger safety technicians and instructors is also a priority in Florida. Serving the state's youngest citizens, certified technicians are working at a network of child restraint inspection stations across Florida to educate parents, caregivers and others about child-appropriate occupant restraint systems.

The FDOT State Safety Office also supports state and local high visibility enforcement activities that address safety belt use and child restraint laws during day and nighttime hours. Statewide law enforcement participation in the national *Click It or Ticket* mobilization is another priority that contributes to Florida's improving safety belt use rate.

### **STRATEGIES**

- Enforce occupant protection use laws, regulations, and policies to provide clear guidance to the public concerning motor vehicle occupant protection systems, including those aimed at children
- Determine which population groups are at highest risk for not wearing safety belts, and develop culturally relevant public education and outreach to increase awareness of the benefits of safety belt use among these groups



 Develop and implement programs that use the media, including social media, to improve public awareness of the importance of safety belts

### **EFFECTIVENESS OF PROGRAM**

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Eighth Edition, 2015 guide.* See the following section(s):

Seat Belt Law Enforcement (CTW: Chapter 2, Pages 15-19)

Child Restraint/Booster Seat Law Enforcement (CTW: Chapter 2, Pages 26-27)

Other Strategies (CTW: Chapter 2, Pages 32-34)

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

Implementing Agency: Florida Transportation Technology Transfer (T2) Center

Project Number: OP-19-02-01

Funding Source: 402

**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: \$106,000



Project Name: Florida's Occupant Protection Resource Center

Implementing Agency: Florida Transportation Technology Transfer (T2) Center

Project Number: M2X-19-20-01

**Funding Source:** 405(b)

**Project Description:** The University of Florida's Florida Transportation Technology

Transfer (T2) Center oversees the daily operations of the Florida Occupant Protection Resource Center. The Occupant Protection Resource Center serves the entire state as a one-stop-shop for public information and educational materials, child safety seats, training opportunities, and links to other occupant protection resources. This project has three goals: to promote the use of child restraints, to develop and implement a plan that provides inspection clinics and stations that meet the NHTSA 405(b) minimum criteria, and to provide appropriate training to occupant protection professionals and law enforcement officers who

protection professionals and law enforcement officers who deliver programs for parents and caregivers and who enforce occupant protection laws. No more than a total of \$83,000 (5% of the FY2018 405(b) allocation) will be spent

on the purchase of child safety seats.

Budget: \$433,000

Project Name: Statewide Safety Belt and Child Passenger Safety Surveys

Implementing Agency: Institute of Police Technology and Management

Project Number: M2X-19-20-02

Funding Source: 405(b)

**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 child passenger restraint usage survey. Funds will also be used to conduct statewide awareness and opinion surveys about occupant

protection.

Budget: \$321,000



www.floridaoprc.ce.ufl.edu

**Project Name:** Occupant Protection and Child Passenger Safety Campaign

Development

**Implementing Agency:** Center for Urban Transportation Research

Project Number: M2PEM-19-20-02

Funding Source: 405(b)

**Project Description:** The University of South Florida Center for Urban

Transportation Research (CUTR) will work with FDOT to create a comprehensive media package that includes ads that can be used in: television, radio, magazine, events, internet, billboards, posters, brochures, social media, etc. The ads will be developed to target Florida citizens and visitors to encourage them to wear their safety belts and make sure any children are secured in the proper restraint

system or seat.

Budget: \$25,000

Project Name: (see below)

Implementing Agency: (see below)

Project Number: (see below)

**Funding Source:** 405(b)

**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 FY2019 Highway Safety Matrix. They 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 2019 *Click It or Ticket* campaign and enforcement waves. Grant funding supports overtime enforcement efforts and costs associated with

printing and distributing educational materials.

Budget: \$296,000

Project Number	Implementing Agency	Project Name	Budget
M2HVE-19-20-01	Boynton Beach Police Department	Boynton Beach Occupant Protection and Child Passenger Safety Program	\$15,000
M2HVE-19-20-02	Broward County Sheriff's Office	Operation Buckle Up	\$45,000
M2HVE-19-20-03	City of Delray Beach Police Department	Delray Beach Occupant Protection/Child Passenger Safety	\$10,000
M2HVE-19-20-04	Fort Lauderdale Police Department	Fort Lauderdale Occupant Protection Campaign	\$40,000
M2HVE-19-20-05	Jupiter Police Department	Occupant Protection and Child Passenger Safety	\$15,000
M2HVE-19-20-06	Lake City Police Department	Strategic Traffic Enforcement Program (STEP) - Occupant Protection	\$10,000
M2HVE-19-20-07	Live Oak Police Department	Occupant Protection 2019	\$8,000
M2HVE-19-20-08	Miami-Dade Police Department	Miami-Dade Police Department Occupant Protection and Child Passenger Safety Program	\$100,000
M2HVE-19-20-09	Ocala Police Department	Occupant Protection Program	\$3,000
M2HVE-19-20-10	Orange County Sheriff's Office	Occupant Protection and Child Passenger Safety	\$40,000
M2HVE-19-20-11	Suwannee County Sheriff's Office	Suwannee County Sheriff's Office Safety Belt Program	\$10,000



### Paid Media

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 the 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 reminds motorists to not drive distracted
- 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

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

#### **STRATEGIES**

- Increase public awareness of highway traffic safety programs and enforcement
- Expand the network of concerned individuals to build recognition and awareness of traffic safety issues



#### **EFFECTIVENESS OF PROGRAM**

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Eighth Edition, 2015 guide.* See the following section(s):

- Communications and Outreach (CTW: Chapter 2: Pages 20-23s; Chapter 5: Pages 15, 22-24
- Impaired Pedestrians: Communications and Outreach (CTW: Chapter 8: Page 27)

Project Name: Distracted Driving Media Campaign

Implementing Agency: FDOT State Safety Office

Project Number: PM-19-07-01

Funding Source: 402

**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,

outdoor billboards, etc.

Budget: \$400,000



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

Implementing Agency: FDOT State Safety Office

Project Number: M5PEM-19-16-03

**Funding Source:** 405(d)

**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. Impaired driving prevention messages will be promoted through mediums such as television ads, radio,

internet displays and videos, social media, outdoor

billboards, etc.

Budget: \$650,000







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

Implementing Agency: Florida Public Safety Institute

Project Number: M5PEM-19-16-04

Funding Source: 405(d)

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 2019 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



Project Name: Impaired Driving Major College Sports Marketing

Implementing Agency: Florida Public Safety Institute

Project Number: M5PEM-19-16-05

**Funding Source:** 405(d)

Project Description: Tallahassee Community College will purchase

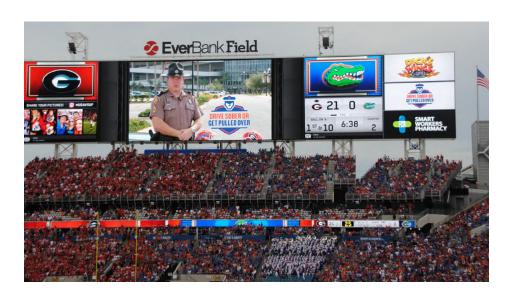
advertisements with Florida collegiate sports teams and venues to promote *Drive Sober or Get Pulled Over* to collegiate sports fans at the following schools: University of Florida, Florida State University, and University of Miami, along with the annual Florida vs Georgia football game. Impaired driving 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



Project Name: Impaired Driving Sports Campaign

Implementing Agency: Florida Public Safety Institute

Project Number: M5PEM-19-16-06

**Funding Source:** 405(d)

Project Description: Tallahassee Community College will purchase

advertisements with Florida-based television broadcasters that specialize in covering sporting events. The ads will

target sports fans and encourage driving sober.

Budget: \$216,000

Project Name: Motorcycle Safety Paid Media Campaign

Implementing Agency: Center for Urban Transportation Research

Project Number: PM-19-07-02

Funding Source: 402

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, Pinellas, Polk, and Volusia.

Budget: \$175,000

# S Say no to drinking and riding M Make yourself more visible to motorists A Always wear your helmet when you ride R Ride in control (within legal and personal limits) T Train regularly and get endorsed www.RideSmartFlorida.com Front by the Front Department of Transportation

Project Name: Impaired Motorcyclist PSA Campaign

Implementing Agency: Center for Urban Transportation Research

Project Number: M5PEM-19-16-02

**Funding Source:** 405(d)

**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,

Pinellas, Polk, and Volusia.

Budget: \$300,000



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

Implementing Agency: Center for Urban Transportation Research

Project Number: M9MA-19-11-01

Funding Source: 405(f)

**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. Media efforts will be concentrated in the top 10 motorcycle crash counties in Florida: Broward, Duval, Hillsborough, Lee,

Miami-Dade, Orange, Palm Beach, Pinellas, Polk, and Volusia. 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: \$220,000



Project Name: Florida Click It or Ticket Media Campaign

Implementing Agency: FDOT State Safety Office

Project Number: M2PEM-19-20-01

**Funding Source:** 405(b)

**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: \$900,000



Project Name: Pedestrian and Bicycle Safety Public Education Program –

Transit Advertising

**Implementing Agency:** Institute of Police Technology and Management (IPTM)

Project Number: FHPE-19-07-01

**Funding Source:** 405(h)

**Project Description:** The Institute of Police Technology and Management (IPTM)

will purchase transit advertising in and on transit buses and

transit shelters 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. Transit advertising will be selected by using GIS data

that supports the areas with the greatest need for

improvement.

Budget: \$200,000

Project Name: Pedestrian and Bicycle Safety Public Education Program –

Billboard Advertising

**Implementing Agency:** Institute of Police Technology and Management (IPTM)

Project Number: FHPE-19-07-02

**Funding Source:** 405(h)

**Project Description:** The Institute of Police Technology and Management (IPTM)

will purchase billboard 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. Billboard advertising will be selected by using GIS data that supports the areas with the greatest

need for improvement.

Budget: \$200,000



# Pedestrian and Bicycle Safety

Walking and biking are popular in Florida due to the year-round moderate climate. Given the vulnerability of a pedestrian or bicyclist, however, these activities can result in death and serious injury when they come into conflict with a motor vehicle.

Several factors are involved in these crashes. Approximately two-thirds of pedestrian and bicyclist-related fatal crashes occur during dark or dusk hours. A 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 crossing outside of a crosswalk, bicyclists riding against the direction of traffic, speeding, and impaired driving, walking, and biking. More than 30 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.

The goal of the Florida Pedestrian and Bicycle Safety Program is to reduce pedestrian and bicyclist traffic crash-related serious and fatal injuries by promoting safe and effective conditions for those who travel by foot and bicycle. The Program provides funding for outreach and awareness campaigns in communities and other focused educational efforts to increase compliance with traffic laws and promote safe skills among pedestrians, bicyclists, and motorists who share the road.

Statewide initiatives, such as Florida's Pedestrian and Bicycling Safety Resource Center, promote safe pedestrian and bicycling activities for citizens and visitors of all ages by providing educational materials and information across the state. The Center also provides critical safety equipment to bicyclists through its coordination of the statewide bicycle helmet distribution program. Helmets are distributed to areas with the highest representation of crashes resulting in serious and fatal injuries by trained individuals who receive free helmet fitter training provided by the Center.

#### **STRATEGIES**

- Increase awareness and understanding of safety issues and compliance with traffic laws and regulations related to pedestrians and bicyclists
- Develop and use a systematic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multi-disciplinary countermeasures
- Create urban and rural built environments to support and encourage safe bicycling and walking



 Support national, state, and local initiatives and policies that promote bicycle and pedestrian safety

#### **EFFECTIVENESS OF PROGRAM**

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Eighth Edition, 2015 guide.* See the following section(s):

All Pedestrians (CTW: Chapter 8, Pages 30-41)

All Bicyclists (CTW: Chapter 9, Pages 25-32)

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

Program

Implementing Agency: Center for Urban Transportation Research

Project Number: PS-19-08-01

Funding Source: 402

**Project Description:** The University of South Florida's Center for Urban

Transportation Research (CUTR) will develop and implement Florida's Pedestrian Strategic Safety Plan and oversee Florida's Pedestrian Safety Coalition. These efforts are recommended in the Pedestrian Safety Program Technical Assessment that was conducted in January 2012. The project will be data-driven, with clear goals for overall injury

and fatality reduction, has the active involvement of stakeholders, identifies specific priorities, and is focused on implementing proven countermeasures and best practices.

Budget: \$500,000



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

Collection

**Implementing Agency:** Institute of Police Technology and Management (IPTM)

Project Number: PS-19-08-02

Funding Source: 402

**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: \$250,000

Project Name: Florida's Pedestrian and Bicycle Safety Resource Center

Implementing Agency: Florida Transportation Technology Transfer (T2) Center

Project Number: PS-19-08-03

Funding Source: 402

**Project Description:** The Florida Pedestrian and Bicycle Resource Center, a

project by 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 January 2012 Pedestrian Program
Assessment Technical Report that call 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: \$603,550

Project Name: Florida's Pedestrian and Bicycle High Visibility Enforcement

Program

**Implementing Agency:** Institute of Police Technology and Management (IPTM)

Project Number: PS-19-08-04

Funding Source: 402

**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. These efforts are recommended in the Pedestrian Safety Program Technical Assessment that was conducted in January 2012. 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: \$150,000

**Project Name:** Pedestrian and Bicycle Education and Injury Prevention

Program

Implementing Agency: University of Miami

Project Number: PS-19-08-05

Funding Source: 402

**Project Description:** The University of Miami will receive funding to deliver safety

information and education in trauma center emergency departments and to admitted patients and their families during the recovery process (with consent). The emergency department component will consist of print materials and PSAs played on continuous loop feed while the in-patient component will provide one on one information about safety that targets preventing future injury. Ryder Trauma Center will finalize and deliver the education and information developed in FY 17/18 and begin training staff in two

additional trauma centers on the program during this

project period.

Budget: \$130,000

Project Name: WalkWise Statewide Educational Campaigns on Pedestrian

Safety

Implementing Agency: Center for Urban Transportation Research

Project Number: PS-19-08-06

Funding Source: 402

**Project Description:** The University of South Florida, Center for Urban

Transportation Research (CUTR) will conduct an extensive and targeted public education and outreach campaign to increase adults' knowledge and practice of appropriate pedestrian safety measures. The goal is to increase the knowledge level of pedestrians and drivers in Brevard, Duval, and Palm Beach counties to decrease crashes and

increase compliance with existing pedestrian laws.

Budget: \$75,000

Project Name: National Safe Routes to School Conference Implementing Agency: Safe Routes to School National Partnership

Project Number: PS-19-08-07

Funding Source: 402

**Project Description:** The goal of this program is to assist with the hosting of the

National Safe Routes to School Conference in Florida. The conference provides an opportunity for individuals and organizations interested and involved with Safe Routes to School and healthy communities to network, engage in educational opportunities, and form partnerships to enhance their work. The three-day, two-night conference

will provide an opportunity for an intense training

experience that is not otherwise available to people working on Safe Routes to School programs and policies. Being in the company of hundreds of like-minded individuals helps foster new partnerships, ideas, and projects and helps



advance the profession through new knowledge about effective, sustainable Safe Routes to School programs that can enhance safety and health for children and families. For the conference host state and city, the conference brings national recognition as a leader in Safe Routes to School, provides a boost to the local economy, engages the media in showcasing the important role of Safe Routes to School in the state and city, and brings together practitioners, partners, and funders from around the state, leading to greater support and stronger ties across the state.

Budget: \$15,000

**Project Name:** Pedestrian and Bicycle Safety Grant

Implementing Agency: New Port Richey Police Department

Project Number: PS-19-08-08

Funding Source: 402

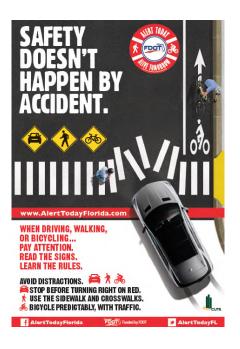
Project Description: The New Port Richey Police Department will receive funding

to conduct Pedestrian and Bicycle enforcement and education initiatives. Efforts include presentations to promote safe practices at schools, local civic organizations,

and community events, as well as participation in

enforcement waves.

Budget: \$15,000



# Planning and Administration

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

Implementing Agency: FDOT State Safety Office

Project Number: PA-19-01-01

Funding Source: 402

**Project Description:** FDOT will receive reimbursement for 50 percent of salary

and benefit costs for up to nine full-time 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 "driving down fatalities." Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a

specific program area.

Budget: \$300.000

Project Name: Highway Safety Travel and Training

Implementing Agency: FDOT State Safety Office

Project Number: PA-19-01-02

Funding Source: 402

**Project Description:** FDOT will receive reimbursement for a motor pool vehicle

and travel expenses for FDOT State Safety Office staff to conduct required on-site monitoring of funded programs and to attend professional development programs or workshops, training, and highway safety-related meetings. Prior approval is required for all out-of-state and conference travel. The motor pool vehicle will only be used by FDOT

representatives for traffic safety education and

enforcement activities. 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 project monitoring, provide training opportunities, and ensure FDOT State Safety Office staff and other traffic safety professionals attend relevant traffic safety meetings,

Budget: \$70,000

Project Name: Traffic Safety Fiscal Assistant

Implementing Agency: Florida Public Safety Institute

Project Number: PA-19-01-03

Funding Source: 402

**Project Description:** Tallahassee Community College will support a full-time

conferences, and workshops.

Traffic Safety Fiscal Assistant position that will work in the FDOT State Safety Office and facilitate fiscal documentation management; to include document management, invoice processing and prerequisite approvals. The Traffic Safety Fiscal Assistant will also provide data analyst support for

the FDOT Safety Office.

Budget: \$50,000

# Police Traffic Services - LEL

The Florida Law Enforcement Liaison (LEL) program is funded by FDOT and the National Highway Traffic Safety Administration (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.

#### **STRATEGIES**

- Increase public awareness about traffic safety programs and enforcement
- Expand the network of concerned individuals to build recognition and awareness about traffic safety enforcement
- Support initiatives that enhance traffic laws and regulations related to safe driving
- Support national, state, and local initiatives and policies that promote traffic safety programs and enforcement
- Increase traffic safety professionals' awareness of traffic safety enforcement issues
- Increase law enforcement officer understanding of Florida traffic crash reporting and accurate data collection and analysis
- Work with law enforcement agencies to increase enforcement of traffic safety laws
- Facilitate collaboration of multi-agency initiatives and projects that improve traffic safety
- Support high-visibility enforcement mobilizations for traffic safety enforcement

#### EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Eighth Edition, 2015 guide.* See the following section(s):

Communications and Outreach (CTW, Chapter 4: Pages 21-22)



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

**Implementing Agency:** Institute of Police Technology and Management (IPTM)

Project Number: PT-19-12-01

Funding Source: 402

**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

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. IPTM 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: \$950,000



One Team One Coal Save Lives

**Project Name:** Florida Law Enforcement Liaison Traffic Safety Challenge

Recognition and Training Event

**Implementing Agency:** Institute of Police Technology and Management (IPTM)

Project Number: PT-19-12-02

Funding Source: 402

**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 and 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 awards 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



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

Awareness Program

Implementing Agency: Institute of Police Technology and Management (IPTM)

Project Number: M2X-19-20-03

Funding Source: 405(b)

**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 and yard signs to be provided to law enforcement agencies that take multi-faceted approach to addressing safety belt use in their respective communities and participate in the

yearly NHTSA national enforcement wave.

Budget: \$150,000

Project Name: Florida Law Enforcement Liaison Impaired Driving

Awareness Program

Implementing Agency: Institute of Police Technology and Management (IPTM)

Project Number: M5X-19-06-05

Funding Source: 405(d)

**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 and yard signs to be provided to law enforcement agencies that take multi-faceted approach to addressing impaired driving in their respective communities and participate in

the 2 NHTSA national enforcement waves.

Budget: \$150,000

# Public Traffic Safety Professionals Training

Law enforcement is a critical partner in the pursuit of highway safety. Police officers, sheriff's 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, and proactively enforce traffic laws to reduce crashes. This program area provides selected traffic safety training opportunities to traffic safety professionals based upon needs identified throughout the state.

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

#### **STRATEGIES**

- Increase traffic safety professionals' awareness of highway safety issues
- Improve traffic enforcement and detection skills
- Improve crash investigation and prosecution skills
- Improve detection, prosecution, and adjudication of impaired driving cases
- Increase understanding of the importance of accurate data collection and analysis

#### **EFFECTIVENESS OF PROGRAM**

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Eighth Edition, 2015 guide.* See the following section(s):

- Deterrence: Enforcement (CTW: Chapter 1, Pages 21-28)
- Deterrence: Prosecution and Adjudication (CTW: Chapter 1, Pages 29-35)



**Project Name:** (see below)

**Implementing Agency:** (see below)

**Project Number:** (see below)

**Funding Source:** (see below)

**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, and expert witnesses employed by law enforcement agencies, investigators from the Florida State

Attorney's offices, Medical Examiner's Office employees, and prosecutors across the state.

Budget: \$1,854,175

Project Number	Funding Source	Implementing Agency	Project Name	Budget
PT-19-12-03	402	Florida Public Safety Institute	Public Traffic Safety Professionals Training Support Staff	\$36,000
PT-19-12-04	402	Florida Public Safety Institute	Speed Measurement Training	\$15,000
PT-19-12-05	402	Florida Public Safety Institute	Speed Measurement Instructor Training	\$15,000
PT-19-12-06	402	Florida Public Safety Institute	Crash Scene Mapping with Speed Lasers Training	\$15,750
PT-19-12-07	402	Florida Public Safety Institute	Basic Traffic Homicide Investigation Training	\$68,250
PT-19-12-08	402	Florida Public Safety Institute	Advanced Traffic Homicide Investigation Training	\$52,500
PT-19-12-09	402	Florida Public Safety Institute	Traffic Crash Reconstruction Training	\$27,300
PT-19-12-10	402	Institute of Police Technology and Management	Crash Data Retrieval (CDR) Tool Technician	\$14,750
PT-19-12-11	402	Institute of Police Technology and Management	Data Driven Approaches to Crime and Traffic Safety (DDACTS)	\$44,625
PT-19-12-12	402	Institute of Police Technology and Management	Event Data Recorder Use in Traffic Crash Reconstruction - Level I	\$35,000

PT-19-12-13	402	Institute of Police Technology and Management	Human Factors in Traffic Crash Reconstruction	\$35,000
PT-19-12-14	402	Institute of Police Technology and Management	Investigation of Motorcycle Crashes - Level I	\$39,750
PT-19-12-15	402	Institute of Police Technology and Management	Pedestrian/Bicycle Crash Investigation - Level I	\$39,750
PT-19-12-16	402	Institute of Police Technology and Management	Police Motorcycle Instructor Course	\$50,000
M5TR-19-12-01	405(d)	Florida Public Safety Institute	Standardized Field Sobriety Testing Training	\$99,750
M5TR-19-12-02	405(d)	Florida Public Safety Institute	DUI Instructor Training	\$26,250
M5TR-19-12-03	405(d)	Florida Public Safety Institute	Spanish Language Training	\$37,800
M5TR-19-12-04	405(d)	Institute of Police Technology and Management	Drug Evaluation and Classification Program	\$346,000
M5TR-19-12-05	405(d)	Institute of Police Technology and Management on behalf of the Department of Highway Safety and Motor Vehicles	Drug Recognition Expert Training Grant – Florida Highway Patrol	\$50,000
M5TR-19-12-06	405(d)	Institute of Police Technology and Management	Drug Recognition Expert Instructor	\$16,500
M5TR-19-12-07	405(d)	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing	\$100,000
M5TR-19-12-08	405(d)	Institute of Police Technology and Management	Advanced Roadside Impaired Driving Enforcement (ARIDE)	\$100,000
M5TR-19-12-09	405(d)	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing Instructor Update	\$5,000
M5TR-19-12-10	405(d)	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing Refresher	\$20,000
M5TR-19-12-11	405(d)	Institute of Police Technology and Management	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	\$39,000
M5TR-19-12-12	405(d)	Institute of Police Technology and Management	Medical Foundations of Visual Systems Testing	\$35,700
M5TR-19-12-13	405(d)	Institute of Police Technology and Management	Advanced Marijuana Impaired Driving Detection for Law Enforcement	\$19,500
M5TR-19-12-14	405(d)	Department of Highway Safety and Motor Vehicles	Legal Training for Hearing Officers	\$110,000
FHTR-19-06-01	405(h)	Institute of Police Technology and Management	Florida Laws: Pedestrian and Bicycle Enforcement Training Program	\$360,000

# Speed/Aggressive Driving

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 and aggressive driving projects provide agencies with resources for overtime enforcement.

Enforcement may include the use of Radar, VASCAR, LiDAR, and other speed enforcement methods. The FY2019 projects include local agencies addressing these problems in geographic areas throughout Florida.



#### **STRATEGIES**

- Enforce speeding and aggressive driving laws by focusing on high-risk locations
- Incorporate technology and other innovations at high risk locations
- Evaluate crash hot spots and implement appropriate engineering countermeasures to control speed and reduce aggressive driving behavior
- Conduct community-based public awareness and education regarding speeding and aggressive driving

#### **EFFECTIVENESS OF PROGRAM**

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Eighth Edition, 2015 guide.* See the following section(s):

• Enforcement: High Visibility Enforcement (CTW: Chapter 3, Pages 24-27)

Project Name: (see below)

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: 402

**Project Description:** The following enforcement agencies work in communities

that have high numbers of fatalities and serious injuries due to speed/aggressive driving and currently rank in the top 25% of the FY2019 Highway Safety Matrix. 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: \$1,108,000

Project Number	Implementing Agency	Project Name	Budget
SC-19-13-01	Bay County Sheriff's Office	Speed and Aggressive Driving Enforcement	\$50,000
SC-19-13-02	Boynton Beach Police Department	Boynton Beach Speed and Aggressive Driving Program	\$25,000
SC-19-13-03	Bradenton Police Department	Bradenton Police Department Operation Slow Your Roll	\$25,000



SC-19-13-04	Broward County Sheriff's Office	Broward Aggressive-Speed Enforcement (BASE)	\$100,000
SC-19-13-05	Citrus County Sheriff's Office	Just Drive Citrus, Speed and Aggressive Driving Campaign	\$37,000
SC-19-13-06	City of Delray Beach Police Department	Delray Beach Police Speed and Aggressive Driving Enforcement Program	\$50,000
SC-19-13-07	Coral Springs Police Department	Speed and Aggressive Driving Grant	\$52,000
SC-19-13-08	Fort Myers Police Department	Fort Myers Aggressive Driving Enforcement Program	\$40,000
SC-19-13-09	Hollywood Police Department	Speed and Aggressive Driving Grant	\$40,000
SC-19-13-10	Lake City Police Department	Strategic Traffic Enforcement Program (STEP) - Speed and Aggressive Driving	\$20,000
SC-19-13-11	Lee County Sheriff's Office	Speed and Aggressive Driving Enforcement and Education Program	\$30,000
SC-19-13-12	Live Oak Police Department	Speed and Aggressive Driving 2019	\$22,000
SC-19-13-13	Madison County Sheriff's Office	2019 Speed and Aggressive Driving Grant	\$30,000
SC-19-13-14	Miami-Dade Police Department	Speed and Aggressive Driving Grant	\$40,000
SC-19-13-15	Monroe County Sheriff's Office	Speed and Aggressive Driving Grant	\$40,000
SC-19-13-16	Okaloosa County Sheriff's Office	Combatting Speed and Aggressive Driving	\$30,000
SC-19-13-17	Orange County Sheriff's Office	Speed and Aggressive Driving	\$45,000
SC-19-13-18	Orlando Police Department	Orlando Police Department Speeding and Aggressive Driving Enforcement Team	\$75,000
SC-19-13-19	Palm Beach County Sheriff's Office	Palm Beach County Speed and Aggressive Driving Campaign	\$100,000
SC-19-13-20	Panama City Beach Police Department	Outreach Program to fight against Speed and Aggressive Driving	\$50,000
SC-19-13-21	Santa Rosa Sheriff's Office	Commitment to Traffic Safety Through Speed Reduction	\$40,000
SC-19-13-22	St. Johns County Sheriff's Office	Traffic Safety Initiative	\$20,000
SC-19-13-23	Suwannee County Sheriff's Office	Suwannee County Sheriff's Office Speed and Aggressive Driving	\$20,000
SC-19-13-24	Tampa Police Department	Aggressive Driving and Traffic Safety Enforcement in Tampa - Reducing Speed to Save Lives	\$100,000
SC-19-13-25	Taylor County Sheriff's Office	Speeding and Aggressive Driving	\$27,000

# **Teen Driver Safety**

As any parent knows, handing the car keys to a new driver is a proud yet terrifying experience. Florida has over 400,000 registered teen drivers, age 15 to 19. Teen drivers are involved in approximately 40,000 crashes resulting in 200 fatalities and 2,500 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 deaths and serious injuries involving teen drivers, safety belts were not worn. Teens are more likely to underestimate dangerous situations, speed, and allow shorter distances between vehicles.

Florida's statewide Teen Driver Safety program targets these teen drivers age 15 to 19, by coaching and empowering them to educate their peers, parents and communities about teen safe driving. Topics include using safety belts, driving within the speed limit and based on road conditions, not driving impaired or distracted, and the crash risk associated with driving with multiple teen passengers. The FY2019 projects address teen driving issues from several angles, and include both statewide projects and local efforts to address problems in specific geographic areas.

#### **STRATEGIES**

- Educate stakeholders about the potential safety benefits of improving Florida's Graduated Driver License law to include passenger and cell phone restrictions
- Educate parents, caregivers, and role models on the dangers of impaired driving for teen drivers including the prohibition on providing alcohol or drugs to anyone under the age of 21
- Work with law enforcement agencies to increase enforcement of GDL and other traffic safety laws including safety belt use and impaired driving

#### EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Eighth Edition, 2015 guide.* See the following section(s):

Parents (CTW, Chapter 6: Pages 23-26)



Project Name: Florida Teen Traffic Safety - SADD

Implementing Agency: Florida Public Safety Institute

Project Number: TSP-19-04-01

Funding Source: 402

Project Description: The Tallahassee Community College - Florida Public Safety

Institute will continue to provide coordination for the alcohol prevention activities of the Students Against Destructive Decisions (SADD) program. Funds will support the salaries of the program's coordinator and program assistant, the maintenance of web-based and traditional educational programming, the purchase and distribution of public information and education items, and training for student leaders. SADD is a long-standing, student-led education and outreach program that provides effective peer-to-peer education to help teens make good traffic safety decisions

to ensure their safety.

Budget: \$274,500

Project Name: Florida Teen Safe Driving Coalition - FTSDC

Implementing Agency: Florida Public Safety Institute

Project Number: TSP-19-04-02

Funding Source: 402

Project Description: The Tallahassee Community College - Florida Public Safety

Institute will continue to provide coordination for the Florida Teen Safe Driving Coalition (FTSDC). Funds will support the statewide coalition's quarterly meetings, during which time

members with specific knowledge, expertise and

commitment to teen traffic safety, develop and support strategically developed initiatives driven by data and community need. The FTSDC members also plan and



facilitate a yearly teen leadership academy, during which teens are educated on teen traffic safety issues and are trained in project planning and implementation. FTSDC members act as mentors throughout the fiscal year to provide teens with technical assistance as they are implementing teen traffic safety projects in their local communities, which is required for attendance to the leadership academy.

Budget: \$100,500



**Project Name:** Florida Sheriffs Association Teen Driver Challenge

Implementing Agency: Florida Sheriffs Association

Project Number: TSP-19-04-03

Funding Source: 402

**Project Description:** The Florida Sheriffs Association will receive funding to

enhance the statewide Teen Driver Challenge (TDC)

program that provides teens with knowledge and hands-on

experience in collision avoidance and safe driving

techniques. The program will be expanded to include five additional counties based on areas with the greatest need, increasing the statewide program to a total of 42 counties covered. A web portal is available to enable parents to easily register teens. The website is also used by instructors

to collect and exchange course data.

Budget: \$35,000



**Project Name:** Teen Driver Safety

Implementing Agency: Department of Highway Safety and Motor Vehicles

Project Number: TSP-19-04-04

Funding Source: 402

**Project Description:** The Florida Department of Highway Safety and Motor

Vehicles will provide an interactive teen outreach program, primarily in high school settings, to explain driving laws, Graduated Driver Licensing (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.

Budget: \$30,000

**Project Name:** Engaging Older Teen Drivers – Expansion

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

Project Number: TSP-19-04-05

Funding Source: 402

Project Description: The Florida Department of Highway Safety and Motor

Vehicles will continue this pilot program to engage older teen drivers at post-secondary institutions through hands-on activities and outreach that address the dangers of distracted driving. During this third grant year, outreach activities will be expanded to include community-based safety and health fairs, student orientations and other oncampus events that target older teens, 18 to 20 years of age, in Leon, Gadsden, Bay, Madison and expanding to

include Hillsborough and Orange counties.

Budget: \$32,500

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

Implementing Agency: Children and Parent Resource Group, Inc.

Project Number: TSP-19-04-06

Funding Source: 402

**Project Description:** The Children and Parent Resource Group, Inc. will begin a

pilot project in two Northwest Florida Counties, Okaloosa and Santa Rosa, that 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 affect change by improving a teens understanding

of impairment, along with the dire consequences of speeding, drinking and driving, driving while texting, driving without a safety belt, and other destructive decisions. The participating students will also receive a phone app, Revolving Door, which continues to provide insight and

education for long-lasting influence.

Budget: \$40,000



# **Traffic Records**

Data is the foundation of any effort to improve traffic safety. Using data to identify safety problems 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.

Florida's Traffic Records Program supports statewide data initiatives to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the data used by the FDOT State Safety Office and its partners to inform roadway safety decisions that will save lives and prevent injuries. Florida's Traffic Records Coordinating Committee (TRCC) provides a statewide forum to discuss data issues that impact the planning, coordination, and implementation of projects to improve the State's traffic records system.



#### **STRATEGIES**

- Develop and maintain complete, accurate, uniform, and timely traffic records
  data
- Promote the use of traffic records data for decision-making purposes and ensure its accessibility

- Facilitate collaboration of multi-agency initiatives and projects that improve traffic records information systems
- Create the same key data fields and definitions among Florida's six data categories to allow end users to link traffic records data

#### **EFFECTIVENESS OF PROGRAM**

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Eighth Edition, 2015 guide.* See the following section(s):

 Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the State's safety data that is needed to identify priorities for federal, state and local highway and traffic safety programs through development of data collection and access systems.



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

Implementing Agency: Florida Public Safety Institute

Project Number: TR-19-09-01

Funding Source: 402

Project Description: Tallahassee Community College will contract with a

consultant to provide technical advice and support to the TRCC Executive Board and its committees. The technical advisor will assist in the update of the Traffic Records Strategic Plan as well as host and maintain the Florida

TRCC website.

Budget: \$27,500



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

**Implementing Agency:** Florida State University

Project Number: TR-19-09-02

Funding Source: 402

**Project Description:** The Florida State University will maintain and upgrade an

import data tool to provide access to the Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) data that will be provided without charge to local law enforcement agencies. The tool will improve the accuracy and quality of crash data submitted by these agencies, while reducing the redundancy and labor costs associated with manual entry. Many agencies currently pay separate licensing costs to query FCIC/NCIC data from providers whose software does not easily partner with TraCS. The proposed Electronic License and Vehicle Information System (ELVIS) will provide all Florida law enforcement agencies the ability to run queries and to import contact information into TraCS forms. Resources will

be allocated to a full-time Systems Architect, Application Developer, IT Support Specialist, and the following part-time positions: Program Coordinator, Principal Investigator and Technician.

Budget: \$511,584



**Project Name:** Traffic and Criminal Software (TraCS) Support,

**Enhancement, and Training** 

Implementing Agency: Florida State University

Project Number: M3DA-19-18-01

Funding Source: 405(c)

**Project Description:** The Florida State University (FSU) College of Engineering will

maintain and upgrade the Traffic and Criminal Software (TraCS) National Model software and provide training and support to law enforcement agencies. Programmers will update software to support the completion of both electronic crash and citation forms approved by the Department of Highway Safety and Motor Vehicles

(DHSMV). Resources will be allocated to a full-time Systems Architect, two Developers, Systems Administrator, and IT Support Specialist, and the following part-time positions: Program Coordinator, Principal Investigator and Technician. Funds will also be used to maintain a centralized hosting facility and to establish a complete system backup at a

secondary site.

Budget: \$900,400



Project Name: Crash and Uniform Traffic Citation (UTC) Data Improvement

Implementing Agency: Department of Highway Safety and Motor Vehicles

Project Number: M3DA-19-18-02

Funding Source: 405(c)

**Project Description:** The Crash and Uniform Traffic Citation (UTC) staff at the

Florida Department of Highway Safety and Motor Vehicles (DHSMV) will be tasked with improving Florida's crash and UTC data to allow the DHSMV and stakeholders to make more informed and accurate decisions and implement appropriate countermeasures. This project will apply a datadriven approach to increase accuracy, completeness, timeliness, and uniformity of record reporting used in developing traffic safety initiatives and law enforcement countermeasures. The crash program staff will be issuing quarterly accuracy and completeness reports to include proposed remedies to all law enforcement agencies submitting crash reports and conducting eight train-thetrainer workshops. Additionally, the UTC program staff will continue its ongoing improvement efforts and conduct five train-the-trainer workshops and one virtual workshop with the Clerk of Courts (COC). They will also conduct a review of four case management systems utilized by the COC for UTC submission and disposition data to propose software data

edits to the vendors. Lastly, they will develop a best practices guide for clerks and vendors to reduce citation

and disposition errors.

Budget: \$118,114

**Project Name:** Field Data Collection for National EMS Information System

(NEMSIS) Compliance

Implementing Agency: Florida Department of Health, DEPCS, Bureau of Emergency

Medical Oversight

Project Number: M3DA-19-18-03

**Funding Source:** 405(c)

**Project Description:** The Florida Department of Health will work on increasing

the number of agencies submitting data to the State repository in compliance with the current NEMSIS

standards. It will also work on transitioning agencies into

compliance with the new NEMSIS Version 3 (V3) standards by September 2019. The implementation of the NEMSIS V3 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. This project will fund a Project Manager, Technical Business Analyst and Data Modeler; 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: \$366,555



Project Name: Expanding Accessibility, Utilization, and Data Integration of

Signal Four Analytics

Implementing Agency: University of Florida

Project Number: M3DA-19-18-04

Funding Source: 405(c)

**Project Description:** This project with the University of Florida (UF) Signal Four

Analytics (S4 Analytics) is 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. This project with the University of Florida will

address several S4 Analytics feature requests and overall

system improvements. It will expand the integration of citations to include all agencies, perform data quality analysis and database updates, perform system monitoring, migrate the system to a new web platform, and promote the use of S4 Analytics through numerous avenues such as training webinars and demonstrations at national and state conferences. Project funding will be provided for personnel

to conduct these improvements, travel and equipment

expenses.

Budget: \$329,933



**Project Name:** Unified and Sustainable Solution to Improve Geo-location

Accuracy

Implementing Agency: University of Florida

Project Number: M3DA-19-18-05

Funding Source: 405(c)

**Project Description:** This project with the University of Florida (UF) will address

the error rate in location data that reduces the ability of crashes to be automatically geo-located. Geo-location currently requires human editors to manually map crashes at a significant, recurring cost to the State. The project will solve the geo-location problem by providing a unified geolocation and validation service, like Florida's validation process used for driver and vehicle information. To accomplish this, a web service was developed using the Florida unified base map. It has become apparent that citations suffer from the same problem in relation to accurate crash location data. Therefore, the geo-location tool will continue efforts in partner with TraCS agencies to incorporate the tool on their e-citations and e-crash system. Another critical problem that results from errors in location data is the lack of timeliness. Timely availability of geolocated data will enable earlier detection of problems and identification of solutions, ultimately saving lives and preventing loss of property. Project funding will be provided for personnel to perform technical support and trainings,

travel and equipment expenses.

Budget: \$167,241

### Work Zone Safety

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 three percent of serious injuries, 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.

#### **STRATEGIES**

- Apply advanced technology to improve work zone safety such as automated work zone information systems, simplified dynamic lane merge systems, portable changeable message signs, and queue warning systems
- Educate road users about work zone safety and provide timely and accurate information regarding active work zones
- Determine the feasibility and effectiveness of other improvements including installing reflectors on barrier walls, spacing on curves, changes in the penalties and fines to contractors for getting out of the roadway late, using of crash cushions, and correcting pavement marking errors
- Work with law enforcement, contractors, and FDOT personnel to reduce speeding in and around work zones through a comprehensive approach of increased fines and increased law enforcement contracts

#### **EFFECTIVENESS OF PROGRAM**

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Eighth Edition, 2015 guide.* See the following section(s):

 Communications and Outreach (CTW, Chapter 2: Pages 20-21; Chapter 4, Pages 19-22; Chapter 8: Pages 8-27)



**Project Name:** Work Zone Safety Campaign

Implementing Agency: FDOT State Safety Office

Project Number: RS-19-15-01

Funding Source: 402

**Project Description:** The FDOT 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: \$140,000



**Project Name:** Operation I-Spy

Implementing Agency: Nassau County Sheriff's Office

Project Number: RS-19-15-02

Funding Source: 402

**Project Description:** The Nassau County Sheriff's Office will receive funding to

conduct speed and aggressive driving countermeasures on State Road 200 in designated work zones. Funding will be used to cover overtime salaries and benefits for successful enforcement. The goal of the project is to reduce crashes, serious injuries, and fatalities in the area by 10% using

data-driven approaches.

Budget: \$30,000

### Florida FY2019 HSP - Project List

Funding Source FDOT Program Area		Source FDOT Program Area Project Number Implemen			
402	Aging Road Users	CP-19-04-09	Area Agency on Aging of Central Florida, Inc. dba Senior Resource Alliance	Elder Road User Program - CarFit	\$ 68
402	Aging Road Users	CP-19-04-10	Pepper Institute on Aging and Public Policy	Safe Mobility for Life Coalition	\$ 264
402	Aging Road Users	CP-19-04-11	Institute for Mobility, Activity, and Participation	Aging Road Usser Information Systems 2018-2019	5 174
402	Aging Road Users	CP-19-04-12	Broward County Sheriff's Office	65+ Grand Drivers	\$ 21
402	Aging Road Users	CP-19-04-13	Ocala Police Department	Ocala Police Department Aging Driver Program	\$ 4
700	Community Traffic Safety	U-17-U-13			-
402	Outreach Community Traffic Safety	CP-19-04-01	Florida Department of Transporation - District 1	Public Information and Education Program - District 1.	5 3
402	Outreach	CP-19-04-02	Flurida Department of Transportation - District 2	Public Information and Education Program - District 2	\$ 3
402	Cutreach	CP-19-04-03	Florida Department of Transportation - District 3	Public Information and Education Program - District 3	5 3
402	Community Traffic Safety Outreach	CP-19-04-04	Florida Department of Transportation - District 4	Public Information and Education Program - District 4	\$ 3
	Community Traffic Safety				
402	Cutreach Community Fraffic Safety	CP-19-04-05	Florida Department of Transporation - District 5	Public Information and Education Program - District 5	\$ 3
402	Outreach Community Traffic Safety	CP-19-04-06	Florida Department of Transportation - District 6 Public Information and Education Program		\$ 3
402	Outreach	CP-19-04-07	Florida Department of Transportation - District 7	Public Information and Education Program - District 7	\$ 3
402	Community Traffic Safety Outreach	CP-19-04-08	Center for Urban Transportation Research	Community Traffic Safety Support	5 21
402	Distracted Driving	00-19-04-01	University of Horida Transportation Technology Transfer (T2) Center	Teen Distracted Driving Education Program	
402	Distracted Driving	DD-19-04-02	Broward County Sheriff's Office Distracted Driving Education Program		\$ 5
402	Distracted Driving	DD-19-04-03	Calhuun County Sheriff's Office	Calhoun Sheriff's Office Distracted Driving Program	\$
402	Distracted Driving	00-19-04-04	Citrus County Sheriff's Office	Citrus County Sheriff's Office - Just Drive Citrus	\$
402	Distracted Driving	00 10 01 05	Gainesville Police Department		
402	Distracted Driving	00-19-04-05 00-19-04-06	Margate Police Department	Margate Police Department Distracted Driving Initiative	\$
402	Impaired Driving	AL-19-05-01	Center for Urban Transportation Research Florida Impaired Driving Coalition		5 13
405 (d)	Impaired Driving	M5CS-19-06-01	Florida Public Safety Institute	Traffic Safety Resource Prosecutor Program (TSRP)	\$ 46
405 (d)	Impaired Driving	MSHVE-19-06-01	Bay County Sheriff's Office	Enhanced Impaired Driving Enforcement	\$ 5
405 (d)	Impaired Driving	MSHVE-19-06-02	Bradenton Police Department	Bradenton Police Department Operation "Drive Sober"	5 2
405 (d)	Impaired Driving	MSHVE-19-06-03	Bradford County Sheriff's Office	Bradford County Impaired Driving Enforcement	\$ 2
405 (d)	Impaired Driving	MSHVE-19-06-04	Boynton Beach Police Department	Boynton Beach Impaired Driving Enforcement	\$ 2
405 (d)	Impaired Driving	MSHVE-19-06-05	Cape Coral Police Department	Cape Cural Impaired Driving Enforcement and Education	\$ 3
405 (d)	Impaired Driving	MSHVE-19-06-06	Marianna Police Department	Operation Solver City	\$ 1
405 (d)	Impaired Driving	MSHVE-19-06-07	City of Miami Police Department	FY 2019 Miami DUI Checkpoint and Saturation Patrol Overtime Project	\$ 8
405 (d)	Impaired Driving	MSHVE-19-06-08	Ocala Police Department	Ocala Police Department DUI Suppression and Impaired Driving Program	\$ 2
405 (d)	Impaired Driving	MSHVE-19-06-09	Pensacola Police Department	Continuation of DUI Enforcement Grant	5 4
405 (d)	Impaired Driving	MSHVE-19-06-10	Fort Myers Police Department	Fort Myers DUI Impaired Driving Enforcement	\$ 5
			Hillsborough County Sheriff's Office	Operation Trident: Outreach, Education and Enforcement	
405 (d) 405 (d)	Impaired Driving Impaired Driving	MSHVE-19-06-11 MSHVE-19-06-12	Lee County Sheriff's Office	Impaired Driving Safety Program  Impaired Driving Enforcement and Education Program	\$ 12
	Impaired Driving	M5HVE-19-06-13	Palm Beach County Sheriff's Office	Palm Beach County Impaired Driving Initiative	
405 (d) 405 (d)	Impaired Driving	MSHVE-19-06-14 MSHVE-19-06-14	Senta Rose Sheriff's Office	Impaired Driving - A Problem That Affects Us All	\$ 15
405 (d)	Impaired Driving	MSHVE-19-06-15	Suwannee County Sheriff's Office	Operation Sober Suwarmee	\$ 2
405 (d)	Impaired Driving	MSHVE-19-06-16	Taylor County Sheriff's Office	Impaired Driving Program	\$ 3
405 (d)	Impaired Driving	MSPEM-19-16-01	Center for Urban Transportation Research	Impaired Driving Campaign Development	\$ 5
	Impaired Driving	M5X-19-06-01	Mothers Against Drunk Driving (MADD) Royala	MADD Florida Safe and Aware	\$ 29
405 (d) 405 (d)	Impaired Driving	M5X-19-06-01 M5X-19-06-02	Mothers Against Drunk Driving (MADD) Florida MADD Florida Safe and Aware  Institute of Police Technology and Management Drug Recognition Expert (DRE) Call-out		\$ 29
405 (d)	Impaired Driving	MSX-19-06-03	The Megan Napier Foundation	Value Life	\$ 2
405 (d)	Impaired Driving	MSX-19-06-04	Institute of Police Technology and Management	Impaired Driving Media Awareness Survey	\$ 6

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Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	HSP Amoun
402	Motorcycle Safety	MC-19-10-03	University of Miami	Motorcycle Education and Injury Prevention Program in Trauma Centers	\$ 230,00
402	Motorcycle Safety	MC-19-10-04	Osceola County Sheriff's Office	Safe Motorcycle and Rider Techniques (SMART)	\$ 70,00
402	Motorcycle Safety	MC-19-10-05	Flurida State University Police Department	Preventing Street Racing Through Legal Alternatives	\$ 75,00
402	Motorcycle Safety	MC-19-10-06	Gainesville Police Department	City of Gainesville Motorcycle/Scooter Safety and Education Program	\$ 60,00
402	Motorcycle Safety	MC-19-10-07	Florida State University Police Department	Safe Motorcycle and Rider Techniques (SMART)	\$ 30,00
402	Motorcycle Safety	MC-19-10-08	Institute of Police Technology and Management	Motorcycle Awareness Survey	\$ 60,00
402	Motorcycle Safety	MC-19-10-09	Miami Beach Police Department	Motorcycle Safety Campaign	\$ 75,00
402	Motorcycle Safety	MC-19-10-10	Hillsborough County Sheriff's Office	Triple L: Listen, Learn and Live Motorcycle Education and Safety Program	\$ 80,00
402	Motorcycle Safety	MC-19-10-11	Broward County Sheriff's Office	Broward Motorcycle Safety Enforcement Program	\$ 80,00
402	Motorcycle Safety	MC-19-10-12	Key West Police Department	No More Speeding	\$ 50,00
402	Motorcycle Safety	MC-19-10-13	Miami-Dade Police Department	Specialized Enforcement Operations Targeting Motorcycle Safety	\$ 100,00
402	Motorcycle Safety	MC-19-10-14	Ocala Police Department Motorcycle Safety Program		\$ 24,00
402	Motorcycle Safety	MC-19-10-15	Volusia County Sheriff's Office Motorcycle Safety Grant		\$ 30,00
405 (b)	Occupant Protection	M2HVE-19-20-01	Boynton Beach Police Department	Boynton Beach Occupant Protection and Unitd Passenger Safety Program	\$ 15,00
405 (b)	Occupant Protection	M2HVE-19-20-02	Broward County Sheriff's Office	Operation Buckle Up	\$ 45,00
	Occupant Protection		City of Delray Beach Police Department	Delray Beach Occupant Protection/Child Passenger Safety	
405 (b)		M2HVE-19-20-03			\$ 10,0
405 (b)	Occupant Protection	M2HVE-19-20-04	Fort Lauderdale Police Department	Fort Lauderdale Occupant Protection Campaign	\$ 40,0
405 (b)	Occupant Protection	M2HVE-19-20-05	6 Jupiter Police Department Occupant Protection and Child Passenger Safety Strategic Traffic Enforcement Program (STEP) - Oc		\$ 15,0
405 (b)	Occupant Protection	M2HVE-19-20-06	Lake City Police Department	Protection	\$ 10,0
405 (b)	Occupant Protection	M2HVE-19-20-07	Live Oak Police Department	Occupant Protection 2019  Miami-Dade Police Department Occupant Protection and	\$ 8,0
405 (b)	Occupant Protection	M2HVE-19-20-08	Miami-Dade Police Department	Child Passenger Safety Program	\$ 100,0
405 (b)	Occupant Protection	M2HVE-19-20-09	Ocala Police Department	Occupant Protection Program	\$ 3,0
405 (b)	Occupant Protection	M2HVE-19-20-10	Orange County Sheriff's Office	Occupant Protection and Child Passenger Safety	\$ 40,0
405 (b)	Occupant Protection	M2HVE-19-20-11	Suwannee County Sheriff's Office	Suwannee County Sheriff's Office Safety Belt Program	\$ 10,0
405 (b)	Occupant Protection	M2PEM-19-20-02	Center for Urban Transportation Research	Occupant Protection and Unitd Passenger Safety Campaign Development	\$ 25,0
405 (b)	Occupant Protection	M2X-19-20-01	University of Horida Transportation Technology Transfer (T2) Center	Florida's Occupant Protection Resource Center	\$ 433,0
405 (b)	Occupant Protection	M2X-19-20-02	Institute of Police Technology and Management	Statewide Safety Belt and Child Passenger Safety Surveys	\$ 321,0
402	Occupant Protection	OP-19-02-01	University of Horida Transportation Technology Transfer (T2) Center	Florida's Occupant Protection Coalition	\$ 106,0
402	Paid Media - Distracted Driving	PM-19-07-01	FDOT State Safety Office	Distracted Driving Media Campaign	\$ 400,0
405 (d)	Paid Media - Impaired Driving	MSPEM-19-16-03	FDOT State Safety Office	Impaired Driving Statewide Media Campaign	\$ 650,0
405 (d)	Paid Media - Impaired Driving	MSPEM-19-16-04	Florida Public Safety Institute	Impaired Driving Professional Sports Marketing	\$ 2,000,0
405 (d)	Paid Media - Impaired Driving	M5PEM-19-16-05	Florida Public Safety Institute	Impaired Driving Major College Sports Marketing	\$ 459,0
405 (11)	Paid Media - Impaired Driving	MSPEM-19-16-06	Florida Public Safety Institute	Impaired Driving Sports Campaign	\$ 216,0
405 (d)	Pad Media - Motorcycle Safety	M5PEM-19-16-02	Center for Urban Transportation Research	Impaired Motorcyclist PSA Campaign	\$ 300,0
405 (1)	Paid Media - Motorcycle Safety	M9MA-19-11-01	Center for Urban Transportation Research	Share the Road PSA Campaign	\$ 220,0
	Paid Media - Motorcycle Safety		Center for Urban Transportation Research	Motorcycle Safety Paid Media Campaign	
402	Paid Media - Occupant	PM-19-07-02	Conservation (namportation research	mounty de seresy nation weeks Campaign	\$ 175,0
405 (b)	Protection	M2PEM-19-20-01	FDOT State Safety Office	Florida Click It or Ticket Media Campaign	\$ 900,0

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unding Source	FDCT Program Area	Project Number	Implementing Agency	Project Name	HSP Am
405 (h)	Paid Media - Pedestrian and Bicycle Safety	FHPE-19-07-01	Institute of Police Technology and Management	Pedestrian and Bicycle Safety Public Education Program — Transit Advertising	\$ 200
405 (h)	Paid Media - Pedestrian and Bicycle Safety	FHPE-19-07-02	Institute of Police Technology and Management	Pedestrian and Bicycle Safety Public Education Program — Billboard Advertising	\$ 200
402	Pedestrian and Bicycle Safety	PS-19-08-01	Center for Urban Transportation Research	Florida's Comprehensive Pedestrian and Bicycle Safety Program	\$ 500
402	Pedestrian and Bicycle Safety	PS-19-08-02	Institute of Police Technology and Management	Pedestrian and Bicycle Program Evaluation and Data Collection	\$ 250
402	Pedestrian and Bicycle Safety	PS-19-08-03	University of Florida Transportation Technology Transfer (T2) Center	Florida's Pedestrian and Bicycle Safety Resource Center	\$ 608
	Pedestrian and Bicycle			Horida's Pedestrian and Bicycle Migh Visibility Enforcement	\$ 15
402	Sefety Pedestrian and Bicycle	PS-19-08-04	Institute of Police Technology and Management	Program Pedestrian and Bicycle Education and Injury Prevention	
402	Safety Pedestrian and Bicycle	PS-19-08-05	University of Miemi	Program  WalkWise Statewide Educational Campaigns on Pedestrian	\$ 13
402	Safety Pedestrian and Bicycle	PS-19-08-06	Center for Urban Transportation Research	Safety	\$ 7
402	Safety	PS-19-08-07	Safe Routes to School National Partnership	National Safe Routes to School Conference	\$ 1
402	Pedestrian and Bicycle Safety	PS-19-08-08	New Port Richey Police Department Pedestrian and Bicycle Safety Grant		\$ 1
402	Planning and Administration	PA-19-01-01	FDOT State Safety Office Operation of the Highway Traffic Safety Grant Section		\$ 30
402	Planning and Administration	PA-19-01-02	FDOT State Safety Office	Highway Safety Travel and Training	\$ 7
402	Planning and Administration	PA-19-01-03	Florida Public Safety Institute	Traffic Safety Fiscal Assistant	\$ 5
	Police Traffic Services -			Florida Law Enforcement Liaison Occupant Protection	
405 (b)	LEL Police Traffic Services -	M2X-19-20-03	Institute of Police Technology and Management	Awareness Program Florida Law Enforcement Liaison Impaired Driving	\$ 15
405 (d)	LEL Police Traffic Services -	MSX-19-06-05	Institute of Police Technology and Management	Technology and Management Awareness Program	
402	LEL Police Traffic Services -	PT-19-12-01	Institute of Police Technology and Management	tute of Police Technology and Management   Florida Law Enforcement Liaison Program   Horida Law Enforcement Traffic Safety Challenge	
402	LEL Public Traffic Safety	PT-19-12-02	stitute of Police Technology and Management Recognition and Training Event		\$ 15
405 (h)	Professionals Training	FHTR-19-06-01	Institute of Police Technology and Management Program  Program		5 36
405 (d)	Public Traffic Safety Professionals Training	M58AC-19-12-01	Fibrida Department of Law Enforcement: Alcohol Testing Program	Improving the Effectiveness of Expert Witness Testimony with Training and Upgrading Alcohol Reference Devices	\$ 4
405 (d)	Professionals Training	MSTR-19-12-01	Florida Public Safety Institute	Standardized Field Sobriety Testing Training	5 9
405 (d)	Professionals Training	M5TR-19-12-02	Fiorida Public Safety Institute	DUI Instructor Training	\$ 2
	Public Traffic Safety				
405 (d)	Professionals Training Public Traffic Safety	M5TR-19-12-03	Florida Public Safety Institute	Spanish Language Training	\$ 3
405 (d)	Professionals Training Public Traffic Safety	M5TR-19-12-04	Institute of Police Technology and Management Institute of Police Technology and Management on behalf	Drug Evaluation and Classification Program	\$ 34
405 (d)	Professionals Training	M5TR-19-12-05	of the Department of Highway Safety and Motor Vehicles	Drug Recognition Expert Training Grant	\$ 5
405 (d)	Professionals Training	M5TR-19-12-06	Institute of Police Technology and Management	Drug Recognition Expert Instructor	5 1
405 (d)	Professionals Training	MSTR-19-12-07	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing	\$ 10
405 (d)	Professionals Training	M5TR-19-12-08	Institute of Police Technology and Management	Advanced Roadside Impaired Driving Enforcement (ARIDE)	\$ 10
405 (d)	Professionals Training	MSTR-19-12-09	Institute of Police Technology and Management	DWI Detection and Standardized Held Sobnety Leiting	5
	Public Traffic Safety			DWI Detection and Standardized Held Sobriety (esting Refresher	
405 (d)	Professionals Training Public Traffic Safety	M5TR-19-12-10	Institute of Police Technology and Management	Marijuana Impaired Driving Detection for Law Enforcement	\$ 2
405 (d)	Professionals Training Public Traffic Safety	M5TR-19-12-11	Institute of Police Technology and Management	(MIDDLE)	5 3
405 (d)	Professionals Training Public Traffic Safety	M5TR-19-12-12	Institute of Police Technology and Management Medical Foundations of Visual Systems Testing Advanced Manguana Impaired Univing Detection for Law		\$ 35
405 (d)	Professionals Training Public Traffic Safety	M5TR-19-12-13	Institute of Police Technology and Management Enforcement		\$ 1
405 (d)	Professionals Training	M5TR-19-12-14	Department of Highway Safety and Motor Vehicles	Legal Training for Hearing Officers	\$ 11
402	Professionals Training	PT-19-12-03	Fiorida Public Safety Institute	Public Traffic Safety Professionals Training Support Staff	\$ 30
402	Public Traffic Safety Professionals Training	PT-19-12-04	Florida Public Safety Institute	Speed Measurement Training	\$ 1
402	Public Traffic Safety Professionals Training	PT-19-12-05	Florida Public Safety Institute	Speed Measurement Instructor Training	\$ 1

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Funding Source FDOT Program Area		Project Number	Implementing Agency	Project Name	HSP Amoun
402	Professionals Training	PT-19-12-06	Florida Public Safety Institute	Crash Scene Mapping with Speed Lasers Training	\$ 15,75
402	Public Traffic Safety Professionals Training	PT-19-12-07	Florida Public Safety Institute	Basic Traffic Homicide Investigation Training	\$ 68,25
402	Public Traffic Safety Professionals Training	PT-19-12-08	Florida Public Safety Institute	Advanced Traffic Homicide Investigation Training	\$ 52,50
	Public Traffic Safety				
402	Professionals Training Public Traffic Safety	PT-19-12-09	Florida Public Safety Institute	Traffic Crash Reconstruction Training	\$ 27,30
402	Professionals Training Public Traffic Safety	PT-19-12-10	Institute of Police Technology and Management	Crash Data Retrieval (CDR) Tool Technician Data Driven Approaches to Crime and Traffic Safety	\$ 14,75
402	Professionals Training	PT-19-12-11	Institute of Police Technology and Management	(DDACTS)	\$ 44,63
402	Professionals Training	PT-19-12-12	Institute of Police Technology and Management	Event Data Recorder Use in Traffic Crash Reconstruction - Level I	\$ 35,00
402	Public Traffic Safety Professionals Training	PT-19-12-13	Institute of Police Technology and Management	Human Factors in Traffic Crash Reconstruction	\$ 35,00
402	Public Traffic Safety Professionals Training	PT-19-12-14	Institute of Police Technology and Management	Investigation of Motorcycle Crashes - Level I	\$ 39,75
	Public Traffic Safety				
402	Professionals Training Public Traffic Safety	PT-19-12-15	Institute of Police Technology and Management Pedestrian/Bicycle Crash Investigation - Level I		\$ 39,75
402	Professionals Training Speed/Aggressive	PT-19-12-16	Institute of Police Technology and Management Police Motorcycle Instructor Course		\$ 50,00
402	Driving	50-19-13-01	Bay County Sheriff's Office Speed and Aggressive Driving Enforcement		\$ 50,00
402	Speed/Aggressive Driving	50-19-13-02	Boynton Beach Police Department	Boynton Beach Speed and Aggressive Driving Program	\$ 25,00
402	Speed/Aggressive Driving	SC-19-13-03	Bradenton Police Department	Bradenton Police Department Operation Slow Your Roll	\$ 25,00
402	Speed/Aggressive Driving	SC-19-13-04	Broward County Sheriff's Office Broward Aggressive-Speed Enforcement (BASE)		5 100,00
	Speed/Aggressive				
402	Driving Speed/Aggressive	SC-19-13-05	Citrus County Sheriff's Office	Just Drive Citrus, Speed and Aggressive Driving Campaign Detray Beach Police Speed and Aggressive Driving	\$ 37,00
402	Driving Speed/Aggressive	50-19-13-06	City of Delray Beach Police Department	Enforcement Program	\$ 50,00
402	Driving	SC-19-13-07	Coral Springs Police Department	Speed and Aggressive Driving Grant	\$ 52,00
402	Speed/Aggressive Driving	50-19-13-08	Fort Myers Police Department	Fort Myers Aggressive Driving Enforcement Program	\$ 40,00
402	Speed/Aggressive Driving	SC-19-13-09	Hollywood Police Department	Speed and Aggressive Driving Grant	\$ 40,00
400	Speed/Aggressive Driving	SC-19-13-10	Lake City Police Department	Strategic Fraffic Enforcement Program (STEP) - Speed and Aggressive Driving	\$ 20,00
402	Speed/Aggressive			Speed and Aggressive Driving Enforcement and Education	
402	Driving Speed/Aggressive	SC-19-13-11	Lee County Sheriff's Office	Program	\$ 30,0
402	Driving Speed/Aggressive	SC-19-13-12	Live Oak Police Department	Speed and Aggressive Driving 2019	\$ 22,0
402	Driving Speed/Aggressive	SC-19-13-13	Madison County Sheriff's Office	2019 Speed and Aggressive Driving Grant	\$ 30,0
402	Driving	SC-19-13-14	Miami-Dade Police Department	Speed and Aggressive Driving Grant	\$ 40,0
402	Speed/Aggressive Driving	50-19-13-15	Monroe County Sheriff's Office	Speed and Aggressive Driving Grant	\$ 40,0
402	Speed/Aggressive Driving	SC-19-13-16	Okaloosa County Sheriff's Office	Combatting Speed and Aggressive Driving	\$ 30,0
	Speed/Aggressive				
402	Driving Speed/Aggressive	9C-19-13-17	Orange County Sheriff's Office	Speed and Aggressive Driving Orlando Police Department Speeding and Aggressive	\$ 45,0
402	Driving Speed/Aggressive	SC-19-13-18	Orlando Police Department	Driving Enforcement Team	\$ 75,0
402	Driving Speed/Aggressive	SC-19-13-19	Palm Beach County Sheriff's Office	Palm Beach County Speed and Aggressive Driving Campaign Outreach Program to fight against Speed and Aggressive	\$ 100,0
402	Driving	SC-19-13-20	Panama City Beach Police Department	Driving	\$ 50,0
402	Speed/Aggressive Driving	SC-19-13-21	Santa Rosa Sheriff's Office	Commitment to Traffic Sefety Through Speed Reduction	\$ 40,0
402	Speed/Aggressive Driving	SC-19-13-22	St. Johns County Sheriff's Office	Traffic Safety Initiative	\$ 20,0
	Speed/Aggressive			Suwannee Lounty Sherff's Office Speed and Aggressive	
402	Driving Speed/Aggressive	SC-19-13-23	Suwannee County Sheriff's Office	Driving Aggressive Driving and Traffic Safety Enforcement in Lampa	\$ 20,0
402	Driving Speed/Aggressive	90-19-13-24	Tampa Police Department	- Reducing Speed to Save Lives	\$ 100,0
402	Driving	SC-19-13-25	Taylor County Sheriff's Office	Speeding and Aggressive Driving	\$ 27,0
402	Teen Driver Safety	TSP-19-04-01	Florida Public Safety Institute	Florida Teen Traffic Safety - SADD	\$ 274,5

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Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	HSP.	Amount
402	Teen Driver Safety	TSP-19-04-02	Florida Public Safety Institute	Florida Teen Safe Driving Coalition - FTSDC	\$	100,500
402	Teen Driver Safety	TSP-19-04-03	Florida Sheriffs Association	Florida Sheriffs Association Teen Driver Challenge	\$	35,000
402	Teen Driver Safety	TSP-19-04-04	Department of Highway Safety and Motor Vehicles Teen Driver Safety		\$	30,000
402	Teen Driver Safety	TSP-19-04-05	Department of Highway Safety and Motor Vehicles Engaging Older Teen Drivers - Expansion		\$	32,500
402	Teen Driver Safety	TSP-19-04-06	Children and Parent Resource Group, Inc. Life Changing Experience Community Education Project		\$	40,000
405 (c)	Traffic Records	M3DA-19-18-01	Florida State University	Traffic and Criminal Software (TraCS) Support and Enhancement	\$	900,400
405 (c)	Traffic Records	M3DA-19-18-02	Department of Highway Safety and Motor Vehicles	Crash and Uniform Traffic Citation (UTC) Data Improvement	\$	118,114
405 (c)	Traffic Records	M3DA-19-18-03	Florida Department of Health, DEPCS, Bureau of Emergency Medical Oversight	Field Data Collection for National EMS Information System (NEMSIS) Compliance	\$	366,555
405 (c)	Traffic Records	M3DA-19-18-04	University of Florida	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	\$	329,933
405 (c)	Traffic Records	M3DA-19-18-05	University of Florida	Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes	\$	167,241
402	Traffic Records	TR-19-09-01	Florida Public Safety Institute	Traffic Records Coordinating Committee Support	\$	27,500
402	Traffic Records	TR-19-09-02	Florida State University	Electronic License and Vehicle Information Systems (ELVIS) Support and Enhancement	\$	511,584
402	Work Zone Safety	RS-19-30-01	FDOT State Safety Office	Work Zone Safety Campaign	\$	140,000
402	Work Zone Safety	RS-19-30-02	Nassau County Sheriff's Office	Operation I-Spy	\$	30,000

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# Florida FY2019 HSP - \$5,000 Equipment List

#### Florida FY2019 HSP - \$5,000 Equipment List

		FDOT P	rogram Area		
Project Number	Funding Source	Implementing Agency / Project Name	Item	Maximum Units	Maximum Unit Cost
		Aging	Road Users		
NA					
	(	Community Tra	ffic Safety Outrea	ıch	
CP-19-04-01	402	Florida Department of Transportation – District 1 / Public Information and Education Program – District 1	Mirror Photo Booth	1	\$12,00
CP-19-04-02	402	Florida Department of Transportation – District 2 / Public Information and Education Program – District 2	Mirror Photo Booth	1	\$12,00
CP-19-04-03	402	Florida Department of Transportation – District 3 / Public Information and Education Program – District 3	Mirror Photo Booth	1	\$12,00
CP-19-04-04	402	Florida Department of Transportation – District 4 / Public Information and Education Program – District 4	Mirror Photo Booth	1	\$12,00
CP-19-04-05	402	Florida Department of Transportation – District 5 / Public Information and Education Program – District 5	Mirror Photo Booth	1	\$12,00
CP-19-04-06	402	Florida Department of Transportation – District 6 / Public Information and Education Program – District 6	Mirror Photo Booth	1	\$12,00
CP-19-04-07	402	Florida Department of Transportation – District 7 / Public Information and Education Program – District 7	Mirror Photo Booth	1	\$12,00
		Distrac	cted Driving		
NA					
		Impai	red Driving		
M5HVE-19-06-06	405 (d)	Marianna Police Department / Operation Sober City	In-Car Video System	1	\$5,50
M5HVE-19-06-09	405 (d)	Pensacola Police Department / Continuation of DUI Enforcement	Intoxilyzer and Printer In-Car Video System	1 1	\$7,00 \$6,00

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#### Florida FY2019 HSP - \$5,000 Equipment List

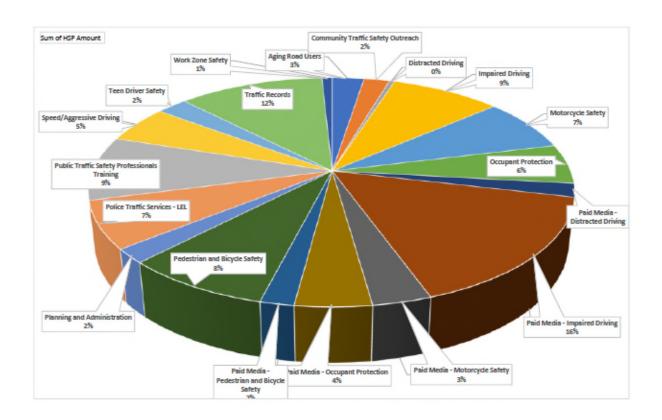
M5HVE-19-06-16	405 (d)	Taylor County Sheriff's Office / Impaired Driving Program	In-Car Video System	1	\$5,500				
		Motoro	cycle Safety						
NA									
		Occupa	nt Protection		•				
M2HVE-19-20-10	Orange County Sheriff's Office / Occupant Protection and Child Passenger Safety  Orange County Sheriff's Variable Message Board				\$10,000				
		Pai	d Media						
NA									
		Pedestrian a	nd Bicycle Safety						
NA									
		Planning an	d Administration		•				
PA-19-01-02	402	FDOT State Safety Office / Highway Safety Travel and Training	Vehicle	1	\$25,000				
		Police Traff	ic Services – LEL						
NA									
	Pub	lic Traffic Safet	y Professionals Train	ing					
NA									
		Speed/Ago	gressive Driving						
SC-19-13-17	402	Orange County Sheriff's Office / Speed and Aggressive Driving	Speed Reporting Trailer	1	\$10,000				
		Teen D	river Safety						
TSP-19-04-05	402	Department of Highway Safety and Motor Vehicles / Engaging Older Teen Drivers - Expansion	Distracted Driving Simulator	1	\$12,000				
	Traffic Records								
NA									
		Work	Zone Safety						
NA									

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# Florida FY2019 HSP - FDOT Financial Summary

#### FY 2019 Highway Safety Plan FDOT Financial Summary

Sum of HSP Amount	Fundi	ing Source									
Program Area		402		405 (b)	405 (c)	405 (d)	405 (f)	405 (h)	G	rand Total	Percentage
Aging Road Users	\$	531,013							\$	531,013	3%
Community Traffic Safety Outreach	\$	424,000							\$	424,000	2%
Distracted Driving	\$	87,000							\$	87,000	0%
Impaired Driving	\$	130,000				\$ 1,698,911			\$	1,828,911	9%
Motorcycle Safety	\$	1,574,000							\$	1,574,000	7%
Occupant Protection	\$	106,000	\$ 1	1,075,000					\$	1,181,000	6%
Paid Media - Distracted Driving	\$	400,000							\$	400,000	2%
Paid Media - Impaired Driving						\$ 3,325,000			\$	3,325,000	16%
Paid Media - Motorcycle Safety	\$	175,000				\$ 300,000	\$ 220,000		\$	695,000	3%
Paid Media - Occupant Protection			\$	900,000					\$	900,000	4%
Paid Media - Pedestrian and Bicycle Safety								\$ 400,000	\$	400,000	2%
Pedestrian and Bicycle Safety	\$	1,738,550							\$	1,738,550	8%
Planning and Administration	\$	420,000							\$	420,000	2%
Police Traffic Services - LEL	\$	1,100,000	\$	150,000		\$ 150,000			\$	1,400,000	7%
Public Traffic Safety Professionals Training	\$	488,675				\$ 1,054,500		\$ 360,000	\$	1,903,175	9%
Speed/Aggressive Driving	\$	1,108,000							\$	1,108,000	5%
Teen Driver Safety	\$	512,500							\$	512,500	2%
Traffic Records	\$	539,084			\$ 1,882,243				\$	2,421,327	12%
Work Zone Safety	\$	170,000							\$	170,000	1%
Grand Total	\$	9,503,822	\$ 2	2,125,000	\$ 1,882,243	\$ 6,528,411	\$ 220,000	\$ 760,000	\$	21,019,476	100%





### Appendix A - Certification and Assurances for Highway Safety Grants

Certifications and Assurances for Fiscal Year 2019 Highway Safety Grants (23 U.S.C. Chapter 4 and Sec. 1906, Pub. L. 109-59, as Amended)

[The Governor's Representative for Highway Safety must sign these Certifications and Assurances each fiscal year. Requirements that also apply to subrecipients are noted under the applicable caption, and must be included in agreements with subrecipients.]

#### State:

Florida

By applying for Federal grants under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office, through the Governor's Representative for Highway Safety, agrees to the following conditions and requirements.

#### GENERAL CERTIFICATIONS AND ASSURANCES

In my capacity as the Governor's Representative for Highway Safety, I hereby affirm that-

- I have reviewed the information in support of the State's application for 23 U.S.C. Chapter 4 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- In addition to the certifications and assurances contained in this document, I am aware and I acknowledge that each statement in the State's application bearing the designation "CERTIFICATION" or "ASSURANCE" constitutes a legal and binding Certification or Assurance that I am making in connection with this application.
- As a condition of each grant awarded, the State will use the 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, including but not limited to
  - o 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
  - o 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
- 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. If NHTSA seeks clarification
  of the State's application, I authorize the State Highway Safety Office to provide additional
  information in support of the State's application for a 23 USC Chapter 4 and Section 1906 grant.



#### SECTION 402 CERTIFICATIONS AND ASSURANCES

In my capacity as the Governor's Representative for Highway Safety, I hereby affirm that-

- 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))
- 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))
- 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.)
- 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))
- 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))
- 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;
  - 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))
- 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))
- 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))

#### OTHER REQUIRED CERTIFICATIONS AND ASSURANCES

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

#### 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, <u>OMB Guidance on FFATA Subward and Executive</u>
<u>Compensation Reporting</u>, August 27, 2010,
(https://www.fsrs.gov/documents/OMB Guidance on FFATA Subaward and Executive Compensation

on 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—
    - To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
    - 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;
    - 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 (e), 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:
  - 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;
  - The penalties that may be imposed upon employees for drug violations occurring in the workplace;
  - 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);
- 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;
  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an
  employee or otherwise receiving actual notice of such conviction;
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
  - Taking appropriate personnel action against such an employee, up to and including termination;

- Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

#### Political Activity (Hatch Act)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

#### Certification Regarding Federal Lobbying

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- 1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
- 2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
- 3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

#### Restriction on State Lobbying

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

#### Certification Regarding Debarment and Suspension

(applies to subrecipients as well as States)

#### Instructions for Primary Tier Participant Certification (States)

- By signing and submitting this proposal, the prospective primary 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 inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
- 3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
- 4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
- 5. 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 department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
- 6. The prospective primary 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 entering into this transaction.

- 7. The prospective primary 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," provided by the department or agency entering into this 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.
- 8. 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/).
- 9. 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.
- 10. Except for transactions authorized under paragraph 6 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 may terminate the transaction for cause or default.

#### <u>Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier</u> 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

- 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/).
- 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.

<u>Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier</u> <u>Covered Transactions:</u>

- 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.
- 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.

#### <u>Prohibition on Using Grant Funds to Check for Helmet Usage</u> (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. The NHTSA website (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.

I understand that the information provided in support of the State's application for Federal grant funds and these Certifications and Assurances constitute information 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

G-14-18 Date

Brian Blanchard, P.E.

Printed Name of Governor's Representative for Highway Safety

### Appendix B - Section 405(b) Occupant Protection Grants

The State of Florida hereby submits this application for the FAST Act, Section 405(b) Occupant Protection Grants. This application includes a summary of the state's qualification for each requested section of 405(B) 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 occupant protection incentive grant funds as a lower seat belt use rate state, based on the eligibility determination criteria specified in 23 CFR 1300.21(c). The Florida 2017 statewide safety belt survey results indicate the state's safety belt usage rate was 90.2%, which falls within the high seat belt use rate of above 90.0 %, in accordance with 23 CFR 1300.21(e).

Florida's Primary Enforcement Seat Belt Use Statue is Florida Statue 316.614. The State of Florida occupant protection program area plan for fiscal year 2019 is provided in the Occupant Protection Section of this HSP. Florida will participate in the Click It or Ticket national enforcement mobilization in fiscal year 2019. Details of this participation is documented within the Click It or Ticket paid media and Evidence Based Enforcement plan sections of this HSP. Florida's Occupant Assessment was conducted on March 11, 2016 and is compliance with the Occupant Protection Assessment criteria for eligibility.

- a) A copy of the State Occupant Protection Strategic Plan
- b) A table of all Florida's current CPS station locations
- c) A table of all scheduled CPS trainings for FY2019, for recruiting, training and maintenance of CPS technicians.

# Appendix C - Section 405(c) State Traffic Safety Information System Improvement Grants

The State of Florida hereby submits this application for the FAST Act, Section 405(c) State Traffic Safety Information System Improvement Grants. This application includes a summary of the state's qualification for each requested section of 405(c) 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 traffic safety information system improvements grant based on the criteria specified in 23 CFR 1300.22. Florida has a functioning TRCC which meets four times per year with a 5-year strategic plan for traffic safety information system improvements. The most recent assessment of Florida's highway safety data and traffic records system was completed in December of 2015.

- a) A list of the Florida TRCC members by name, title home organization and the core safety database represented
- b) A copy of Florida's Traffic Records Strategic Plan
- c) A description of specific quantifiable and measurable improvements
- d) Florida's response to recommendations for the most recent assessment

## Appendix D - Section 405(d) Impaired Driving Countermeasures Grants

The State of Florida hereby submits this application for the FAST Act, Section 405(d) Impaired Driving Countermeasures Grants. This application includes a summary of the state's qualification for each requested section of 405(d) 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 impaired driving countermeasures grant as a mid-range state based on the criteria specified in 23 CFR 1300.23. Florida has an impaired driving coalition with a strategic plan for impaired driving.

- a) A copy of the Florida Impaired Driving Coalition (FIDC) charter
- b) A current list of the FIDC membership that includes names, titles and organizations of all members
- c) A copy of the FIDC Strategic Plan



### Appendix E - Section 405(d)(B) 24-7 Sobriety Program Grants

The State of Florida hereby submits this application for the FAST Act, Section 405(d)(B) 24-7 Sobriety Program Grants. This application includes a summary of the state's qualification for each requested section of 405(e) 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 impaired driving countermeasures grant as a mid-range state based on the criteria specified in 23 CFR 1300.23(h). Florida has an impaired driving coalition with a strategic plan for impaired driving.

- a) A copy of Florida Statute 316.193 Driving Under the Influence, penalties
- b) Highlighted 316.193(j) identifying Florida's "sobriety and drug monitoring program" laws

### Appendix F - Section 405(f) Motorcycle Safety Grants

The State of Florida hereby submits this application for the FAST Act, Section 405(f) Motorcyclist Safety Grants. This application includes a summary of the state's qualification for each requested section of 405(f) 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 motorcyclist safety grant based on the criteria specified in 23 CFR 1300.25. Florida's Department of Highway Safety and Motor Vehicles (DHSMV) has the authority over motorcyclist training and using the Motorcycle Safety Foundation Basic Rider Course as introductory rider curricula. The Florida Motorcyclists Awareness Program is developed and implemented by the Florida Department of Transportation (FDOT) in conjunction with DHSMV via the Florida Motorcycle Safety Coalition. An explanation of Florida's motorcycle awareness activities can be found in the Paid Media section of this HSP. Motorcycle Countermeasure activities can be found in the Motorcycle Safety Section of this HSP.

- a) A list of Florida's counties where training will be conducted along with motorcycle registrations for each county
- b) A table comparing motorcycle registrations to motorcycle crashes involving a motorcycle and another vehicle

## Appendix G - Section 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 2016 were 3,174. Of those 3,174 fatalities, pedestrian and bicyclists fatalities were combined annual total of 790 fatalities. The combined annual total of pedestrian and bicyclists represent 24.89% 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.

#### Attachments to this appendix include:

a) FARS data tables indicating the total fatalities and combine total pedestrian and bicyclists fatalities and percentage of total for 2016