

FLORIDA TRIENNIAL HIGHWAY SAFETY PLAN

2027-2029 FEDERAL FISCAL YEAR



FDOT

July 2026

TARGET ZERO
FATALITIES & SERIOUS INJURIES

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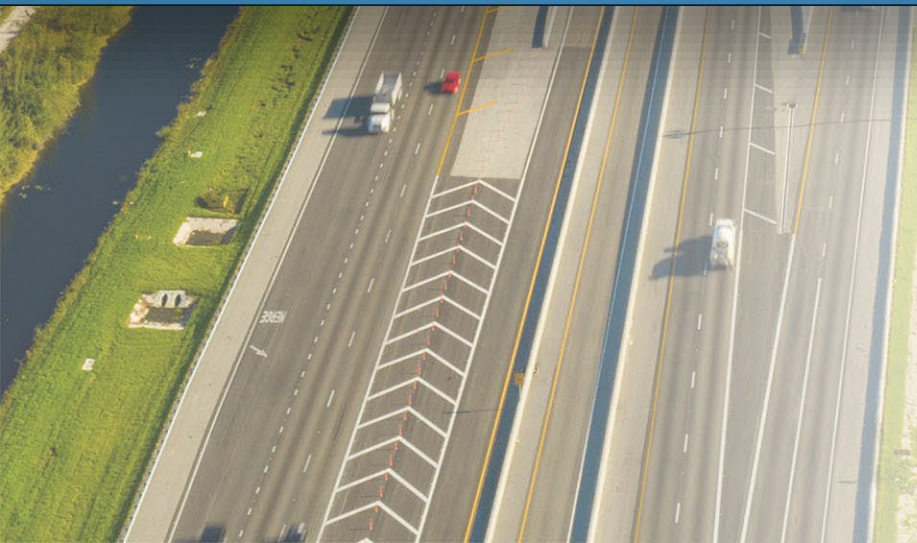
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INTRODUCTION

Florida's State Safety Office is housed within the Florida Department of Transportation (FDOT). FDOT is an executive agency that reports directly to the Governor. FDOT's mission is to:

> *Provide a safe statewide transportation system that promotes the efficient movement of people and goods, supports the state's economic competitiveness, prioritizes Florida's environment and natural resources, and preserves the quality of life and connectedness of the state's communities.*

FDOT administers numerous federally funded programs and collaborates with federal, state, and local agencies to plan, program, construct, operate, and maintain Florida's transportation system. FDOT's Assistant Secretary for Engineering and Operations is the Governor's Representative (GR) for Highway Safety.

The FDOT State Safety Office aims to continually improve the safety of the traveling public and works with communities to identify and help solve traffic safety issues. The FDOT State Safety Office accomplishes its goals through several key functioning areas including administration of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Safety Administration (FHWA) safety grant programs, utilization of engineering and crash data, oversight of the Safe Routes to Schools program, the Crossing Guard Train-the-Trainer program, and leadership of employee health and safety initiatives. In fulfillment of the NHTSA requirements for federal funded safety grants, the FDOT State Safety Office has developed this Triennial Highway Safety Plan (3HSP) as a tactical guide for implementing projects and programs designed to reduce fatalities and serious injuries, with the ultimate target of achieving zero fatalities. The education and enforcement countermeasures housed within this 3HSP are important components of the Safe System Approach and critical to the implementation of Florida's Strategic Highway Safety Plan (SHSP). This Federal Fiscal Year (FY) 2027– 2029 Highway Safety Plan (HSP) serves to document the safety planning process, evaluate conditions, and monitor performance targets and countermeasures in support of highway safety program funding throughout the 2027–2029 federal fiscal year period.

HIGHWAY SAFETY PLANNING PROCESS AND PROBLEM IDENTIFICATION

OUR PLANNING PROCESS

Florida is home to more than 23 million residents and remains one of the fastest-growing states in the nation. In addition, the state welcomed more than 131.1 million visitors in 2025, all who traveled throughout Florida's transportation network. More than 3,000 Florida residents and visitors die in traffic crashes each year, and over 16,000 are seriously injured. The personal and societal costs of traffic crashes are high, and no loss of life is acceptable. The effects of crashes that result in fatalities, serious injuries, and property damage are extensive and forever impact the quality of life for those both directly and indirectly involved. The FDOT State Safety Office acknowledges the need to address the root causes of crashes to achieve Florida's target of zero.

Target Zero establishes our vision and goal of zero traffic-related fatalities and serious injuries for all modes of travel. Achieving this goal requires collaboration with federal, state, and community partners to identify traffic safety challenges and infrastructure needs, and to select data-driven strategies that support applications for NHTSA program funding.

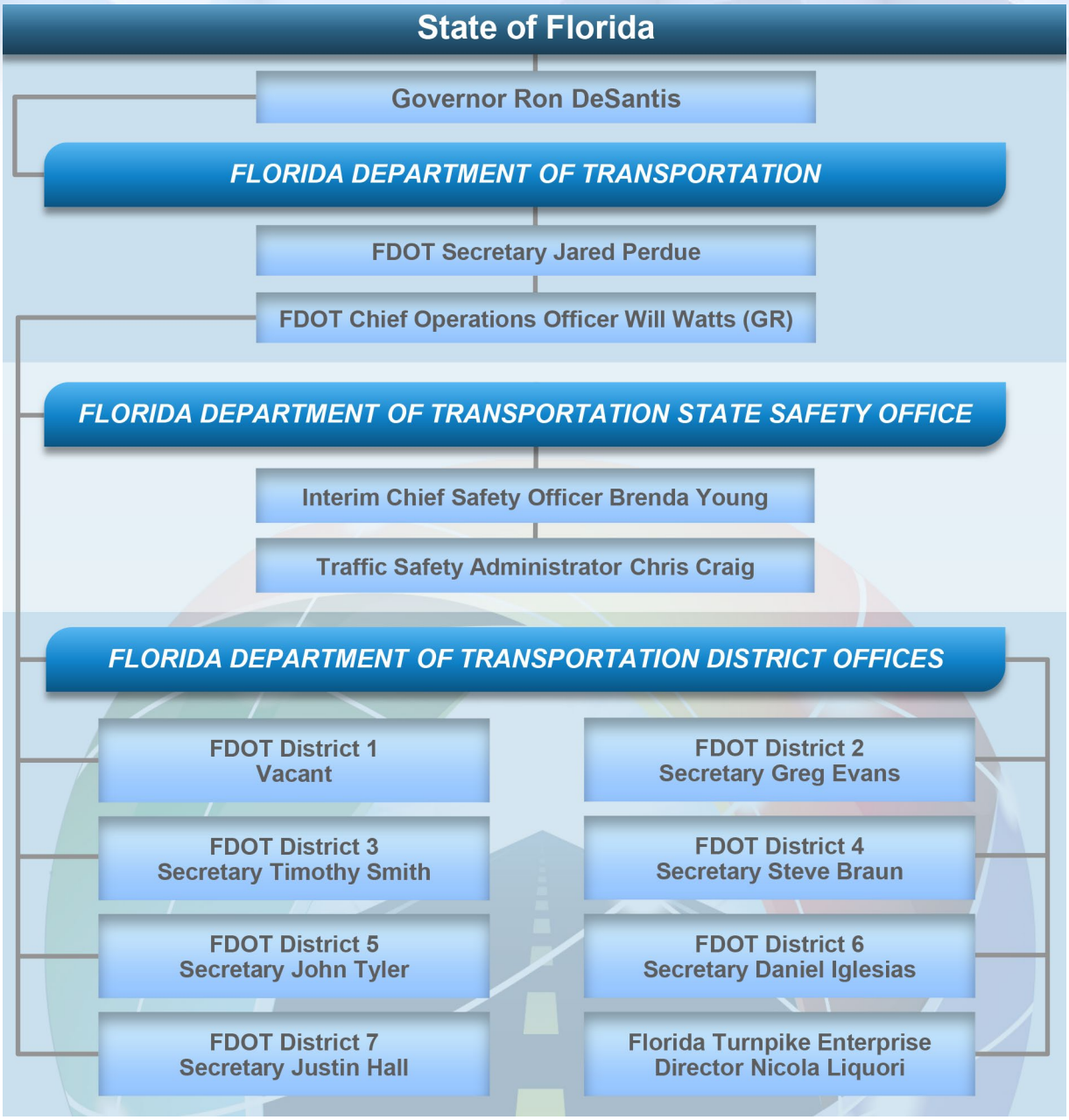
This Federal Fiscal Year 2027– 2029 HSP (hereafter referred to as 3HSP) is Florida's action plan for the distribution of NHTSA highway safety funds. The foundation of the 3HSP is derived from Florida's SHSP goals and objectives, statewide crash data, and applicable federal requirements.

ORGANIZATIONAL ALIGNMENT

The FDOT State Safety Office is somewhat unique in that it is housed within and staffed by the Florida Department of Transportation. This allows the FDOT State Safety Office to:

- Better align safety efforts, including HSP and Highway Safety Improvement Program (HSIP).
- Coordinate safety funding programs to efficiently and effectively prioritize resources.
- Work directly with FDOT's seven District Offices and the Florida Turnpike Enterprise.

FDOT is a decentralized agency with over 6,000 employees and is comprised of seven regional FDOT Districts, the Florida Turnpike Enterprise, and the FDOT Central Office, where the FDOT State Safety Office is housed. Each FDOT District has a Safety Office and Communications Office that work directly with their communities to identify safety needs and develop community-focused solutions. All seven FDOT Districts and the Florida Turnpike Enterprise work closely with the FDOT Central Office and collaborate with one another to address projects, planning efforts, and challenges that cross district boundaries and affect multiple communities. A small subsection of the FDOT Organizational Chart is shown below to illustrate the alignment of FDOT leadership, the FDOT State Safety Office, the FDOT District Offices and the extensive resources available to support safety priorities in Florida.

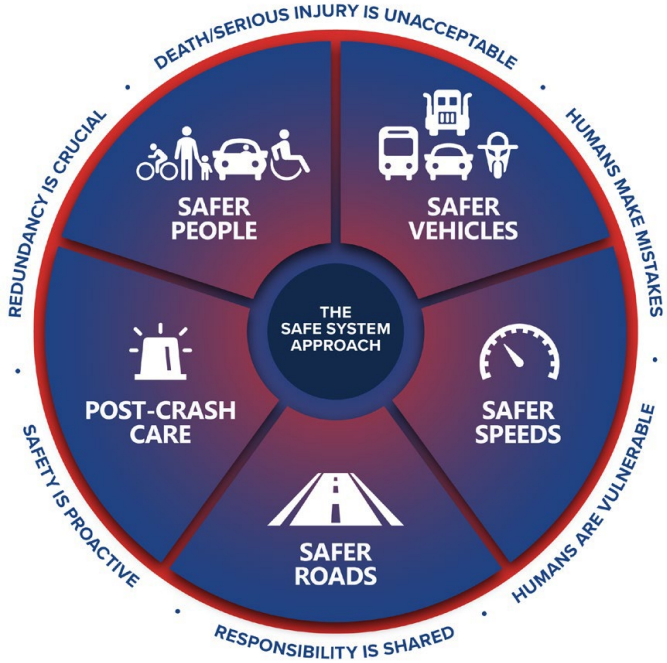


ALIGNMENT WITH OTHER STATE PLANS (SHSP, FTP, AND HSIP)

Florida's SHSP and statewide long range transportation plan, the Florida Transportation Plan (FTP) have been intentionally aligned and jointly updated to better reinforce the shared vision of zero fatalities and serious injuries. This alignment ensures that Florida's commitment to achieving zero is fully integrated into all of Florida's long range planning goals, objectives, and strategies. The updates of these plans have both influenced, and been influenced by, many of Florida's critical transportation and safety planning and programming efforts, including the 3HSP.

Florida's 2026-2030 Strategic Highway Safety Plan

Florida's 2026–2030 SHSP is a data-driven, multiyear plan that establishes statewide strategies and emphasis areas. The SHSP was developed in coordination with the state's long-range transportation plan, the FTP. The FTP reaffirms Florida's target of zero transportation fatalities or serious injuries for all modes. The SHSP provides a comprehensive framework for eliminating fatalities and serious injuries on all public roads with a strong emphasis on the state's target of zero fatalities and serious injuries. The current SHSP was developed from the 2021 SHSP; review of and alignment with traffic safety coalitions strategic plans, prior HSPs, HSIP, Metropolitan Planning Organizations (MPOs) long-range transportation plans, and other related plans; analysis of crash data and trends and conditions in Florida; collaboration with our traffic safety partners and coalitions; and public input. The SHSP reaffirms Florida's commitment to achieving zero fatalities and serious injuries and aligns with the Safe System Approach which incorporates the following principles:



- **Humans make mistakes:** Human error and decisions can contribute to crashes; however, the transportation system can be designed to accommodate certain types and levels of human mistakes, preventing fatalities and serious injuries when crashes do occur.
- **Humans are vulnerable:** There are physical limits to human bodies tolerating crash forces before serious injury or fatalities occur; therefore, the transportation system must be designed and operated to accommodate these physical human vulnerabilities.
- **Responsibility is shared:** All stakeholders, inclusive of government, industry, nonprofit/advocacy, researchers, and the general public, are essential in preventing fatalities and serious injuries on our roadways.
- **Safety is proactive:** Tools should be identified and used proactively rather than reactively following crashes.
- **Redundancy is crucial:** All components of the transportation system should be strengthened so that, if one part fails, other remaining parts continue to protect roadway users.

The SHSP is built on extensive analysis of the state's traffic crash data. This analysis includes detailed information about the location of the crash, conditions at the time of the crash, behavioral factors that contributed to the crash, and vehicle and demographic information that identifies the types of users involved. This information, combined with other statewide and national trends, adds context to the traffic fatalities and serious injuries that occur on Florida's roadways. It also helps safety professionals and partners identify potential countermeasures and strategies to save lives and reduce injuries.

The data and analyses in the SHSP resulted in the identification of four dedicated Actions supported by 20 key strategies.

SHSP Actions

- **Make Strategic Investments**: We have limited resources, so we need to be strategic about where we are making investments. We are focused on making Florida's roadway infrastructure safer through proactively and systematically implementing innovative construction practices, technology solutions, and new safety solutions.
- **Tell The Story**: The actions we take to improve safety can only go so far if no one knows our safety challenges, what we are doing to solve them, or what progress we are making. Data, community input, and our safety performance all contribute to our safety story, and that story is what will help everyone understand how each person plays a role in safety.
- **Innovate And Use Technology**: Technology has become an integral part of everyday life, and it is up to us to determine how it can influence traffic safety. We will leverage technology to analyze formal data sources to better understand and predict traffic crashes, improve vehicle and driver safety, and evaluate our effectiveness.
- **Collaborate With Others**: It takes all of us working together to get to zero. Building relationships with community leaders and first responders helps shape our transportation system and communities by understanding community visions and safety challenges, creating a safer environment for all modes of transportation.

Federal Traffic Safety Programs

Florida's 3HSP and HSIP implement the goals of Florida's 2026–2030 SHSP with a laser focus on Target Zero.

This Plan has been developed to be inclusive of the requirements outlined in the Uniform Procedure for State Highway Safety Grant Programs, as amended by the Infrastructure Investment and Jobs Act (IIJA). Every three years, states must submit a 3HSP to NHTSA for approval describing their highway safety program and planning countermeasures that will drive down fatalities and serious injuries on roadways with grant applications to be submitted annually.

The IIJA was enacted on November 15, 2021. Funding allocations for federal fiscal years 2023 and 2024 will match the application requirements and funding use eligibility defined in the Fixing America's Surface

Transportation Act. Beginning October 1, 2023, all funding application requirements and funding use eligibility will be defined in the terms of the IIJA.

States are required to coordinate their 3HSP, 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. The SHSP serves as the overarching guide to continuous improvement of safety of Florida's roadways. The federal coordination requirement only reinforces Florida's historical and ongoing traffic safety program planning processes.

DATA SOURCES AND PROCESSES

Florida has multiple sources of data, which are utilized in the identification of problems, establishment of performance targets, development of countermeasure strategies, selection of projects, and the evaluation of programs.

The primary data sources utilized in the 3HSP are the Fatality Analysis Reporting System (FARS) for crash fatalities, and Signal Four Analytics for serious injury crashes. Additional sources of data are NHTSA assessments; NHTSA's "Countermeasures That Work" (CTW) report; annual seatbelt usage surveys; FDOT's Vehicle Miles Traveled (VMT); functional class, speed, and context classification data; Department of Health trauma data; and Florida Highway Safety and Motor Vehicles (FLHSMV) driver license and vehicle registration data.

SIGNAL FOUR ANALYTICS

PROBLEM IDENTIFICATION

Florida relies on a data-driven process of problem identification analysis that enables strategic investment of limited resources into the communities, behaviors, and infrastructure that is most commonly associated with fatalities and serious injuries. A variety of data sources are used throughout the planning process to identify the state's highway safety needs and to determine the populations and locations where these issues are most prevalent.

DATA ANALYSIS

- **Crash Data** (2013–2023) provided by FARS and Signal Four Analytics, as well as other data from FLHSMV.
- **Enforcement** (2013–2024) provided by the Florida Sheriff's Association, Florida Police Chief's Association, Florida Highway Patrol (FHP), and Florida Law Enforcement Liaison (LEL) Program. Citation data is also available from FLHSMV.
- **Judicial** (2013–current) provided by Florida Court Clerks and Comptrollers.
- **Geospatial** (2026) provided by FDOT Roadway Characteristics Inventory, including design/posted speed, functional class, and context classification; Signal Four Analytics; and other data from the FDOT Transportation Data and Analytics Office Spatial Data & Analytics section.
- **Sociodemographic** (2013–2025) provided by Florida Bureau of Economic and Business Research (BEBR); U.S. Census Bureau American Community Survey.

The FDOT State Safety Office has developed objective, data-driven analyses, and tools to identify the state's overall highway safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities.

IMPACT ANALYSIS

The data sources indicated are compiled, reviewed, and analyzed to identify and prioritize Florida's traffic safety needs and to target fatal crash locations for traffic safety improvements. This data analysis may include root-cause analysis, demographics of those involved in crashes, and common crash factors and locations crashes to further inform countermeasures.

Extensive analysis is performed to better understand where, when, and why crashes are occurring and who is involved in those crashes. The FDOT State Safety Office looks closely at a variety of factors to better understand crashes and related trends impacting those crashes, including, but not limited to, the following:

- Time of day and day of week crashes are occurring.
- Location of crashes (both roadway type and jurisdiction).
- Demographic information of those involved in crashes (age, sex, residence, etc.).

This information is then analyzed to identify target audiences and priority locations to more effectively program resources and projects that will have the greatest impact. We continue to improve data analyses with current efforts, including root cause analyses and predictive analyses.

HIGHWAY SAFETY MATRICES

The Florida Highway Safety Matrices are tools developed by the FDOT State Safety Office to provide an objective, data-driven approach to identify and prioritize the counties and cities that represent the greatest share of traffic fatalities and serious injuries.

Counties and cities are divided into three population groups. The numbers in each matrix represent where each county or city ranks within its population group in a particular program area. The rankings within the population groups in the county and city matrices are based on the relative volume of serious injuries plus fatalities over a five-year period. The city and county groupings are determined by population according to the latest census data and the projected population growth according to BEBR, with inmate populations excluded from the population counts. County and city injury totals used for ranking are the total actual counts.

Following are the definitions for each specific measure or crash type included in the matrix:

- **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 (BAC), 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 all-terrain vehicle, who were coded as not using a restraint system.
- **Pedestrian or Bicyclist:** serious injuries plus fatalities of pedestrians or bicyclists.
- **Speed or Aggressive Driving:** serious injuries plus fatalities occurring as a result of crashes, in which at least one driver involved was coded with driver actions related to speeding (any single action) or aggressive driving (two or more of certain moving violations, such as careless driving, improper passing, and several others).
- **Teen Drivers:** serious injuries plus fatalities occurring as a result of crashes, in which at least one driver involved was aged 15–20.
- **Work Zones:** serious injuries plus fatalities occurring as a result of crashes, which were coded as work zone-related.

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

Florida Highway Safety Matrices rely on data from FDOT's Signal Four Analytics database for fatality and serious injury data and BEBR for population estimates.

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

FY2027 Highway Safety Matrix - Ranking of Florida Counties

(Based on total actual serious injuries and fatalities during 2020-2024)

Group I - Population of 300,001 and above - 23 Counties

Florida County (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Interstate Speeding Enforcement
Brevard	11	15	14	11	13	12	10	13	14	Y
Broward	1	6	6	2	3	2	3	2	2	Y
Collier	17	18	17	21	20	18	22	20	20	Y
Duval	15	13	2	10	5	7	11	9	3	Y
Escambia	18	10	16	17	16	16	17	17	15	Y
Hillsborough	6	3	1	3	1	4	1	4	4	Y
Lake	16	14	15	15	14	20	14	15	8	N
Lee	7	4	4	8	7	8	6	7	12	Y
Leon	23	23	20	23	21	21	18	22	23	Y
Manatee	9	12	13	14	15	11	19	10	9	Y
Marion	12	22	9	13	10	15	13	14	18	Y
Miami-Dade	3	8	8	1	2	1	4	3	6	Y
Orange	8	1	7	5	6	3	5	1	1	Y
Osceola	19	9	21	18	17	17	20	18	17	Y
Palm Beach	2	7	3	7	4	5	2	5	7	Y
Pasco	4	2	12	9	12	9	12	6	5	Y
Pinellas	5	11	5	6	9	6	7	8	10	Y
Polk	14	19	10	12	8	13	8	11	11	Y
Saint Johns	22	20	22	22	22	23	23	19	16	Y
Saint Lucie	21	21	18	20	18	22	16	21	22	Y
Sarasota	13	17	19	16	19	14	15	16	21	Y
Seminole	20	16	23	19	23	19	21	23	13	Y
Volusia	10	5	11	4	11	10	9	12	19	Y

Group II - Population of 50,001 to 300,000 - 18 Counties

Florida County (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Interstate Speeding Enforcement
Alachua	5	5	1	5	1	1	1	2	14	Y
Bay	12	4	3	3	7	2	3	6	9	N
Charlotte	3	9	6	2	11	5	7	4	7	Y
Citrus	4	8	4	4	6	7	16	7	2	N
Clay	18	18	11	15	15	11	15	12	5	N
Columbia	11	15	5	18	4	14	5	9	13	Y
Flagler	17	12	15	7	17	15	14	18	17	Y
Hernando	2	2	2	1	3	6	9	1	1	Y
Highlands	9	13	10	16	10	13	13	14	8	N
Indian River	7	11	13	12	12	9	6	13	18	Y
Martin	8	17	12	8	8	10	4	10	16	Y
Monroe	10	6	17	9	18	3	10	11	15	N
Nassau	16	16	18	17	16	18	17	16	10	Y
Okaloosa	6	1	8	6	9	4	2	3	4	Y
Putnam	13	14	7	13	5	17	18	17	12	N
Santa Rosa	14	7	14	11	13	16	12	8	6	Y
Sumter	1	3	9	10	2	8	11	5	3	Y
Walton	15	10	16	14	14	12	8	15	11	Y

Group III - Population of up to 50,000 - 26 Counties

Florida County (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Interstate Speeding Enforcement
Baker	17	13	21	12	19	16	26	9	10	Y
Bradford	21	18	17	18	15	9	23	16	17	N
Calhoun	16	11	13	23	12	19	19	25	12	N
Desoto	3	7	10	2	9	1	14	2	16	N
Dixie	14	23	8	14	11	10	7	18	21	N
Franklin	22	21	23	19	26	17	18	22	23	N
Gadsden	7	1	3	10	3	8	2	5	14	Y
Gilchrist	20	22	14	9	20	22	15	17	19	N
Glades	19	9	20	15	21	24	17	23	13	N
Gulf	25	16	25	17	22	18	25	21	22	N
Hamilton	11	14	9	21	7	13	9	11	24	Y
Hardee	4	15	7	11	8	4	10	6	18	N
Hendry	8	3	5	3	5	3	5	8	9	N
Holmes	9	12	12	20	16	20	13	15	20	Y
Jackson	5	4	6	5	6	5	12	4	8	Y
Jefferson	18	10	15	22	17	21	11	14	5	Y
Lafayette	23	25	24	26	23	25	21	24	25	N
Levy	2	17	2	1	2	7	4	7	6	N
Liberty	26	26	26	25	25	26	22	26	26	N
Madison	15	2	19	7	18	12	3	10	4	Y
Okeechobee	6	20	4	4	4	6	6	3	7	N
Suwannee	1	19	1	6	1	2	1	1	3	Y
Taylor	13	8	11	8	10	11	8	19	11	N
Union	24	24	22	24	24	23	24	20	15	N
Wakulla	10	6	16	16	13	15	16	13	2	N
Washington	12	5	18	13	14	14	20	12	1	Y

Legend
Highest 40% in a category.

The information above has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements that may be implemented utilizing federal funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Dept. of Transportation. See Title 23, United States Code, Section 407.

Florida Department of Transportation
State Safety Office

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FY2027 Highway Safety Matrix - Ranking of Florida Cities

(Based on total actual serious injuries and fatalities during 2020-2024)

Group I - Population of 75,000 and above - 38 Cities

Florida City (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Interstate Speeding Enforcement
Boca Raton	14	23	18	30	15	25	29	27	6	Y
Boynton Beach	32	37	32	37	31	36	34	29	25	Y
Cape Coral	9	3	5	10	8	21	10	12	20	N
Clearwater	7	24	12	15	27	9	21	19	29	N
Coral Springs	11	26	36	33	33	27	31	11	5	N
Davie	29	21	26	22	21	30	22	30	24	Y
Daytona Beach	15	12	21	5	19	14	13	24	38	Y
Deerfield Beach	34	27	35	31	36	28	36	32	15	Y
Deltona	28	20	25	24	30	37	15	31	28	Y
Doral	38	38	38	38	38	38	38	37	26	N
Fort Lauderdale	6	8	9	6	7	5	6	6	3	Y
Fort Myers	17	30	27	20	17	16	8	16	12	Y
Gainesville	13	6	8	8	11	7	11	8	23	Y
Hialeah	12	22	22	13	13	10	30	14	19	Y
Hollywood	19	17	11	11	9	13	19	23	22	Y
Homestead	37	34	37	36	29	32	37	34	35	N
Jacksonville	2	2	1	1	1	2	2	2	1	Y
Kissimmee	22	4	29	14	20	20	27	13	16	N
Lakeland	18	31	15	16	14	23	20	18	13	Y
Largo	21	15	28	26	37	18	35	36	32	N
Melbourne	16	28	10	12	16	22	24	28	34	Y
Miami	8	9	7	4	5	4	9	4	10	Y
Miami Beach	36	36	33	27	35	12	32	38	18	Y
Miami Gardens	20	16	24	29	10	19	5	21	14	Y
Miramar	26	10	23	35	25	26	14	15	7	Y
North Port	31	29	34	32	32	31	26	26	33	Y
Orlando	1	1	3	2	3	1	3	1	2	Y
Palm Bay	5	11	14	9	24	17	12	5	11	Y
Palm Coast	33	14	20	23	34	35	33	33	31	Y
Pembroke Pines	30	33	30	28	26	34	28	25	36	Y
Plantation	10	32	19	25	22	24	16	9	8	N
Pompano Beach	27	13	17	17	28	15	18	17	27	Y
Port Saint Lucie	23	19	16	21	18	29	25	20	17	N
Saint Petersburg	4	7	4	7	4	6	4	7	9	Y
Sunrise	35	35	31	34	23	33	23	35	37	Y
Tallahassee	24	25	6	18	6	11	7	10	21	Y
Tampa	3	5	2	3	2	3	1	3	4	Y
West Palm Beach	25	18	13	19	12	8	17	22	30	Y

Legend
Highest 40% in a category.

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Florida Department of Transportation
State Safety Office

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FY2027 Highway Safety Matrix - Ranking of Florida Cities

(Based on total actual serious injuries and fatalities during 2020-2024)

Group II - Population of 15,000-74,999 - 105 Cities

Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Interstate Speeding Enforcement
Altamonte Springs	71	42	67	84	63	42	57	76	17	Y
Apopka	29	1	6	25	7	21	9	3	16	N
Auburndale	62	96	57	70	82	55	67	61	91	N
Aventura	47	27	87	85	77	34	73	72	69	N
Bartow	70	87	65	57	78	83	44	60	55	N
Belle Glade	83	84	79	99	31	77	75	69	96	N
Bonita Springs	33	53	15	32	37	49	20	39	62	Y
Bradenton	37	52	29	31	58	16	64	49	37	Y
Casselberry	65	64	85	60	65	59	78	68	51	N
Clermont	12	9	13	13	5	28	5	11	1	N
Cocoa	10	10	2	5	3	8	1	14	5	Y
Coconut Creek	75	69	48	62	9	67	56	38	43	N
Cooper City	87	60	84	89	74	94	74	85	75	N
Coral Gables	11	22	52	26	44	20	89	33	13	N
Crestview	64	36	46	69	66	73	40	55	28	Y
Cutler Bay	80	103	99	88	85	80	85	98	65	N
Dania Beach	32	56	25	27	45	31	49	57	6	Y
DeBary	73	72	77	61	80	88	80	82	85	Y
DeLand	18	23	36	15	26	19	41	15	39	Y
Delray Beach	2	32	9	19	22	3	24	2	8	Y
Dunedin	59	86	45	65	64	65	79	81	74	N
Edgewater	48	76	56	45	59	56	66	87	83	Y
Estero	-	-	-	-	-	-	-	-	-	N
Eustis	23	24	38	35	55	72	42	45	21	N
Florida City	99	94	94	91	57	64	63	63	98	N
Fort Pierce	26	20	17	12	12	12	6	25	63	Y
Fort Walton Beach	69	25	49	46	60	58	54	88	54	N
Greenacres	27	58	24	50	35	54	58	47	46	N
Groveland	53	37	30	77	27	97	70	51	86	N
Haines City	57	79	44	56	73	87	53	58	70	N
Hallandale Beach	58	49	53	64	72	26	48	50	68	Y
Hialeah Gardens	96	95	92	92	89	90	98	99	30	N
Jacksonville Beach	77	81	32	47	93	57	33	74	84	N
Jupiter	16	4	21	39	25	35	31	8	61	Y
Key West	31	21	31	17	47	11	26	35	29	N
Lady Lake	39	88	71	74	34	85	76	70	7	N
Lake Mary	74	15	59	82	69	78	36	97	4	Y
Lake Wales	42	68	78	78	29	63	35	42	22	N
Lake Worth	44	47	16	20	24	5	18	21	27	Y
Lauderdale Lakes	63	59	95	95	87	46	69	54	49	N
Lauderhill	68	77	81	38	51	41	34	43	58	N
Leesburg	6	19	33	14	18	24	19	18	40	N
Longwood	51	5	47	58	48	38	82	37	11	Y
Lynn Haven	97	82	102	93	90	101	94	83	41	N
Maitland	79	31	58	59	83	96	81	89	14	Y
Marco Island	95	102	73	94	94	99	96	103	102	N
Margate	4	48	74	37	23	7	71	7	34	N
Miami Lakes	102	98	96	101	91	103	101	95	76	Y
Minneola	-	-	-	-	-	-	-	-	-	N
Mount Dora	94	73	98	97	103	102	95	94	95	N
Naples	14	26	26	52	56	45	38	46	92	N
New Port Richey	15	40	51	21	70	37	61	24	97	N
New Smyrna Beach	22	39	18	16	33	39	27	31	50	Y

Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Interstate Speeding Enforcement
Niceville	20	3	27	71	40	69	21	4	57	N
North Lauderdale	81	70	82	75	42	33	62	79	66	N
North Miami	43	51	63	40	30	18	46	22	25	Y
North Miami Beach	78	78	83	63	71	52	97	80	67	Y
Oakland Park	55	43	75	41	53	27	72	40	45	Y
Ocala	1	7	1	1	1	1	2	1	12	Y
Ocoee	30	28	12	49	41	25	15	23	38	N
Opa-locka	67	46	50	53	32	51	29	52	101	N
Ormond Beach	7	18	7	2	16	30	4	34	64	Y
Oviedo	85	30	100	72	86	86	68	56	47	N
Palm Beach Gardens	28	16	23	55	6	48	16	29	42	Y
Palm Springs	84	90	40	51	75	53	37	28	53	N
Palmetto Bay	82	101	97	81	79	84	91	78	82	N
Panama City	21	6	3	10	8	15	10	13	19	N
Panama City Beach	54	45	8	7	17	23	11	9	31	N
Parkland	101	89	89	100	100	91	100	91	73	N
Pensacola	34	8	11	22	10	14	30	26	44	Y
Pinecrest	92	93	93	102	98	92	102	84	94	N
Pinellas Park	9	33	4	4	20	4	14	27	10	N
Plant City	35	44	22	23	2	17	47	17	18	Y
Port Orange	3	13	43	11	15	6	59	10	59	Y
Punta Gorda	49	67	69	42	76	74	55	93	90	N
Riviera Beach	100	85	64	76	54	70	39	90	71	Y
Rockledge	76	65	37	44	67	81	23	64	52	N
Royal Palm Beach	72	62	54	67	36	68	32	77	48	N
Safety Harbor	98	97	80	103	99	98	87	102	100	N
Saint Augustine	24	14	10	6	21	9	12	6	23	N
Saint Cloud	41	12	34	30	14	29	45	20	33	N
Sanford	19	11	28	8	4	10	8	12	9	N
Sarasota	17	38	14	9	28	2	13	41	35	N
Sebastian	88	100	90	98	96	95	90	96	80	N
Seminole	50	83	42	43	84	47	43	62	93	N
Stuart	8	61	20	18	11	40	22	5	56	N
Sunny Isles Beach	93	91	91	90	97	62	92	101	87	N
Sweetwater	103	92	101	96	102	89	99	92	89	N
Tamarac	40	41	61	36	43	32	7	19	32	N
Tarpon Springs	36	34	41	28	38	44	65	36	81	N
Tavares	38	66	39	29	81	82	52	59	88	N
Temple Terrace	66	99	55	86	68	71	28	65	79	N
Titusville	5	17	5	3	13	13	3	16	26	Y
Venice	61	71	76	73	88	61	51	86	78	Y
Vero Beach	45	50	60	66	39	79	86	75	99	N
Wellington	46	75	62	87	52	60	25	30	60	N
West Melbourne	91	80	68	68	92	76	84	100	77	Y
West Park	90	74	103	83	101	75	103	71	103	Y
Weston	89	54	66	54	62	66	88	66	24	Y
Wildwood	60	57	19	80	50	100	50	73	20	N
Winter Garden	56	29	86	48	49	50	93	53	2	N
Winter Haven	25	55	35	33	19	36	17	44	36	N
Winter Park	52	2	72	34	46	43	77	32	3	Y
Winter Springs	86	63	88	79	95	93	83	67	72	N
Zephyrhills	13	35	70	24	61	22	60	48	15	N

Legend
Highest 40% in a category.

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Florida Department of Transportation
State Safety Office

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FY2027 Highway Safety Matrix—Ranking of Florida Cities (Group 3 – Population 3,000-14,999+)

FY2027 Highway Safety Matrix - Ranking of Florida Cities

(Based on total actual serious injuries and fatalities during 2020-2024)

Group III - Population of 3,000-14,999 - 121 Cities

Florida City (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Interstate Speeding Enforcement
Alachua	17	14	1	12	3	39	3	5	45	Y
Arcadia	40	51	33	84	70	17	45	47	63	N
Atlantic Beach	55	65	64	92	84	26	61	71	35	N
Avon Park	27	26	86	81	33	55	95	45	53	N
Bal Harbour	100	109	109	78	81	86	109	54	108	N
Bay Harbor Islands	94	88	91	93	103	51	91	83	77	N
Belle Isle	91	58	68	69	71	92	56	99	65	N
Belleair	-	-	-	-	-	-	-	-	-	N
Belleview	22	35	58	32	26	19	25	24	7	N
Biscayne Park	109	108	108	109	109	109	70	108	106	N
Brooksville	3	1	3	2	2	9	5	7	10	N
Bunnell	24	15	8	15	5	43	32	26	12	N
Bushnell	25	23	72	107	94	68	82	18	94	Y
Callaway	54	54	39	55	31	63	36	55	31	N
Cape Canaveral	101	48	28	58	60	40	24	76	50	N
Chipley	35	12	73	62	39	70	104	27	8	Y
Clewiston	68	22	29	38	36	49	28	48	64	N
Cocoa Beach	43	95	51	21	53	22	27	59	44	N
Crystal River	9	31	13	16	40	20	85	90	27	N
Dade City	11	42	24	19	20	12	6	10	15	N
Davenport	15	24	27	26	10	31	17	14	4	N
Daytona Beach Shores	77	73	22	4	76	14	14	85	83	N
DeFuniak Springs	34	11	17	20	17	30	13	21	22	Y
Destin	12	5	14	11	14	1	8	2	1	N
Dundee	86	60	70	94	63	96	99	102	78	N
Eagle Lake	103	100	104	106	105	107	102	87	87	N
Fellsmere	107	99	102	105	104	97	101	86	84	Y
Fernandina Beach	18	94	10	7	45	54	41	30	34	N
Flagler Beach	37	61	59	9	75	52	77	65	79	N
Fort Meade	102	89	71	87	91	82	100	103	24	N
Fort Myers Beach	52	91	12	76	79	69	84	89	13	N
Freeport	89	41	100	80	86	89	63	77	52	N
Frostproof	105	107	95	90	98	105	87	94	105	N
Fruitland Park	36	27	55	43	34	41	89	33	59	N
Grant-Valkaria	-	-	-	-	-	-	-	-	-	N
Green Cove Springs	82	40	53	22	59	47	10	60	49	N
Gulf Breeze	76	29	57	72	73	80	57	23	2	N
Gulfport	56	80	65	64	65	27	51	57	40	N
High Springs	63	44	69	46	55	94	68	63	68	N
Highland Beach	-	-	-	-	-	-	-	-	-	N
Hilliard	98	105	84	99	96	71	105	106	100	N
Holly Hill	8	20	76	3	23	2	23	31	37	N
Holmes Beach	80	78	63	91	64	62	108	109	107	N
Indialantic	71	64	96	63	82	87	88	70	109	N
Indian Harbour Beach	75	82	88	67	87	57	72	96	57	N
Indian River Shores	78	101	105	96	93	98	48	104	25	N
Indian Rocks Beach	96	75	83	97	95	78	83	105	95	N
Indiantown	28	70	26	48	16	65	11	64	71	N
Inverness	5	50	11	10	25	24	43	4	3	N
Islamorada	20	21	7	68	49	10	74	34	20	N
Juno Beach	-	-	-	-	-	-	-	-	-	N
Kenneth City	50	90	103	52	92	60	79	66	85	N
Key Biscayne	106	93	97	102	99	88	92	95	32	N
LaBelle	38	45	45	40	38	59	47	39	80	N
Lake Alfred	58	57	56	60	69	91	37	61	60	N
Lake City	1	2	2	6	1	3	2	1	5	Y
Lake Clarke Shores	-	-	-	-	-	-	-	-	-	N
Lake Helen	99	106	75	101	80	108	107	107	104	Y
Lake Park	45	67	78	36	67	56	42	46	18	N
Lantana	81	66	85	23	32	45	50	73	38	Y

Florida City (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Interstate Speeding Enforcement
Lauderdale-By-The-Sea	83	85	101	73	102	35	75	81	72	N
Lighthouse Point	31	39	52	31	85	11	18	75	47	N
Live Oak	21	69	15	71	6	18	20	20	70	N
Longboat Key	-	-	-	-	-	-	-	-	-	N
Loxahatchee Groves	97	104	74	89	41	102	39	68	96	N
Macclenny	47	34	67	44	35	90	96	17	19	Y
Madeira Beach	65	103	61	53	78	53	81	88	91	N
Malabar	53	77	37	27	42	103	49	92	99	Y
Marathon	4	3	20	14	24	7	54	15	51	N
Marianna	23	7	4	33	8	50	31	11	11	Y
Mary Esther	51	46	60	74	77	84	38	51	88	N
Mascotte	74	49	87	66	61	73	55	37	54	N
Melbourne Beach	42	63	94	77	106	25	40	91	97	N
Miami Shores	61	81	66	57	58	16	53	58	41	N
Miami Springs	72	55	98	29	83	44	71	41	33	N
Midway	41	76	36	98	22	101	21	40	26	Y
Milton	16	13	41	13	19	23	67	6	48	N
Mulberry	39	102	6	88	29	77	29	52	89	N
Neptune Beach	92	43	30	70	62	58	46	79	67	N
Newberry	33	16	25	35	11	64	19	16	55	N
North Bay Village	90	83	89	83	101	106	73	98	61	N
North Palm Beach	19	4	40	56	47	21	1	72	36	N
Oakland	95	71	92	61	90	75	78	84	82	N
Okeechobee	64	98	35	50	9	36	58	12	81	N
Oldsmar	29	53	38	28	30	37	7	29	29	N
Orange City	7	33	32	5	27	8	15	19	30	Y
Orange Park	44	96	42	24	54	29	30	38	17	N
Pahokee	49	72	81	51	18	76	65	50	23	N
Palatka	2	9	19	18	4	6	33	9	46	N
Palm Beach	32	8	54	59	66	28	16	78	16	N
Palmetto	6	18	18	1	44	4	26	3	9	Y
Parker	104	74	106	75	56	99	59	36	90	N
Pembroke Park	48	59	44	39	50	74	9	35	73	Y
Perry	69	28	34	47	37	79	69	80	69	N
Polk City	108	92	48	100	97	104	86	69	102	N
Ponce Inlet	-	-	-	-	-	-	-	-	-	N
Port Richey	13	32	46	17	107	15	12	28	98	N
Port Saint Joe	88	52	93	41	51	100	103	67	92	N
Quincy	67	10	5	45	13	34	44	22	62	N
Saint Augustine Beach	-	-	-	-	-	-	-	-	-	N
Saint Pete Beach	62	68	21	37	68	13	64	97	58	N
Sanibel	85	87	80	104	74	81	76	101	75	N
Satellite Beach	66	56	77	65	100	46	94	74	43	N
Sebring	10	25	23	30	15	33	52	43	6	N
South Bay	79	47	47	108	43	72	60	93	101	N
South Daytona	26	38	49	8	46	32	4	42	14	N
South Miami	73	79	99	42	57	38	93	56	39	N
South Pasadena	-	-	-	-	-	-	-	-	-	N
Southwest Ranches	-	-	-	-	-	-	-	-	-	N
Springfield	46	17	43	82	48	48	34	32	56	N
Starke	70	30	31	86	7	66	98	49	76	N
Surfside	-	-	-	-	-	-	-	-	-	N
Tequesta	84	86	79	103	89	95	90	82	74	N
Treasure Island	93	84	16	49	72	42	35	100	21	N
Umatilla	60	36	62	25	21	67	66	13	93	N
Valparaiso	-	-	-	-	-	-	-	-	-	N
Wauchula	87	62	82	95	28	83	80	25	86	N
West Miami	59	97	90	85	88	93	97	62	66	N
Williston	14	37	9	54	12	85	22	53	28	N
Wilton Manors	57	19	50	79	52	5	62	44	42	N
Windermere	30	6	107	34	108	61	106	8	103	N

Legend
Highest 40% in a category.

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CARGO SHIFT OR LOSS (UNSECURED LOADS)

The FDOT State Safety Office also annually reviews the number of serious injuries and fatalities caused by crashes involving unsecured loads on noncommercial vehicles. Examination of five years of cumulative data (2016–2024) reveals that a total of 31 fatalities were sustained by Florida motorists due to unsecured loads, averaging almost 3.5 fatalities per year. This review provides Florida decision-makers with critical information about crashes involving cargo shifts or loss for non-commercial vehicles throughout the state. An analysis of the data indicates that the incidents occur rarely and randomly throughout the state. The FDOT State Safety Office and its traffic safety partners will monitor this data annually to determine the need for future countermeasures.

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

PROGRAM SELECTION

Once the state's highway safety needs have been identified, data-driven subgrant applications are solicited to address these problem areas.

Subgrants

The FDOT State Safety Office awards subgrants to traffic safety partners who undertake priority area programs and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities. Subgrants may be awarded for assisting in addressing traffic safety deficiencies, expansion of an ongoing activity, or development of a new program.

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

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

PUBLIC PARTICIPATION AND ENGAGEMENT (PP&E) COMMUNITY ENGAGEMENT PLAN

PP&E STRATEGIC GOALS

TRIENNIAL HSP ENGAGEMENT PLANNING

Communities are not just grant subrecipients; they serve as active participants and decision-makers who understand local needs and priorities. The FDOT State Safety Office has always conducted extensive public and partner engagement (PP&E), leveraging resources from existing FDOT and partner relationships including other FDOT Offices, FDOT Districts, Florida Metropolitan Planning Organizations (MPOs), Florida Traffic Safety Coalitions, Florida Community Traffic Safety Teams (CTSTs), and key safety partnerships with groups like the Florida Sheriffs Association (FSA), Florida Police Chiefs Association (FPCA), and Mothers against Drunk Driving (MADD). FDOT also has a strong track record of public engagement in road construction projects, and we seek to create a similar framework to expand public input into safety planning.

Each existing partnership has played a vital role in the development of Florida's 3HSP, especially in directly engaging communities throughout the state to provide feedback on the safety countermeasures and priorities important to them. These input opportunities engage partners and the public in discussions related to transportation safety needs, planning, and decision-making processes. Through this engagement, we can better understand and collaboratively address safety concerns and, together with our partners, implement data-driven solutions to create positive behavioral change.

STARTING GOALS FOR PUBLIC ENGAGEMENT PROCESS

FDOT's overall goal of PP&E is to **use an efficient process that actively involves partners, stakeholders, and members of the public in the development of the 3HSP, including countermeasure strategies and the programming of funds.** This goal is supported by the following objectives:

- Strengthen coordination with **key statewide partner organizations**.
- Encourage input, feedback, and support from **regional and local partners.**
- Promote multiple and convenient opportunities for **interested members of the public** to offer input and feedback.
- Identify and engage **members of the communities that are most affected by crashes**.
- **Engage new audiences** that historically have not necessarily had the opportunity to provide direct input into Florida's Statewide safety planning.
- Synthesize this feedback to **contribute to the ongoing development of the state's highway safety program** and countermeasure strategies.

FDOT's community engagement policy aims to use every possible opportunity to engage with and involve the public, which leads to community-based decisions when planning, designing, constructing, and maintaining transportation facilities and services. The participation of the public and community is an integral part of the transportation process and results in:

- Early and continuous opportunities for public input.
- Consideration of public needs and preferences.
- Informed decisions through collaborative efforts.
- Mutual understanding and trust between FDOT and its partners.

The FDOT State Safety Office is committed to delivering meaningful public engagement that proactively seeks full representation from the community; considers public comments and feedback; and incorporates that feedback into all applicable projects, programs, and plans.

When considering where PP&E activities are to take place, it should be noted that communities considered disadvantaged or underserved may not always be the same communities overrepresented in traffic safety data. No county or city in the state is immune from the devastating impacts of severe traffic crashes and FDOT and its partners seek to implement countermeasures in all parts of the state to the greatest extent possible. Thus, FDOT will take a strategic approach to PP&E that, at least initially, prioritizes the communities of greatest interest identified though the data analysis described below.

ACCESSIBILITY

FDOT is more broadly committed to ADA compliance and has earned recognition as a national leader in accessibility. The provision of reasonable access to opportunities for engagement is an ongoing objective of the FDOT State Safety Office. The most appropriate outreach tools and techniques are being developed based on an understanding of the audience. Throughout each step of the PP&E process, care will be taken to apply ADA accessibility measures. FDOT will consider virtual or online options to increase participation for those unable to attend in person.

Because Florida is so culturally rich, with residents and visitors from all over the world, FDOT maintains a comprehensive Language Assistance Plan as part of its Title VI Program. At the very least, the FDOT State Safety Office will follow this policy when determining language assistance needs in both PP&E and safety program delivery.

Additionally, FDOT has conducted PP&E surveys, outreach materials, and other affected community engagement activities specific to the development and update of the 3HSP available both in-person and virtually, giving community members multiple options to provide their input including written, verbal, and digital platforms in multiple languages.

STRATEGICALLY ENGAGING OUR COMMUNITIES

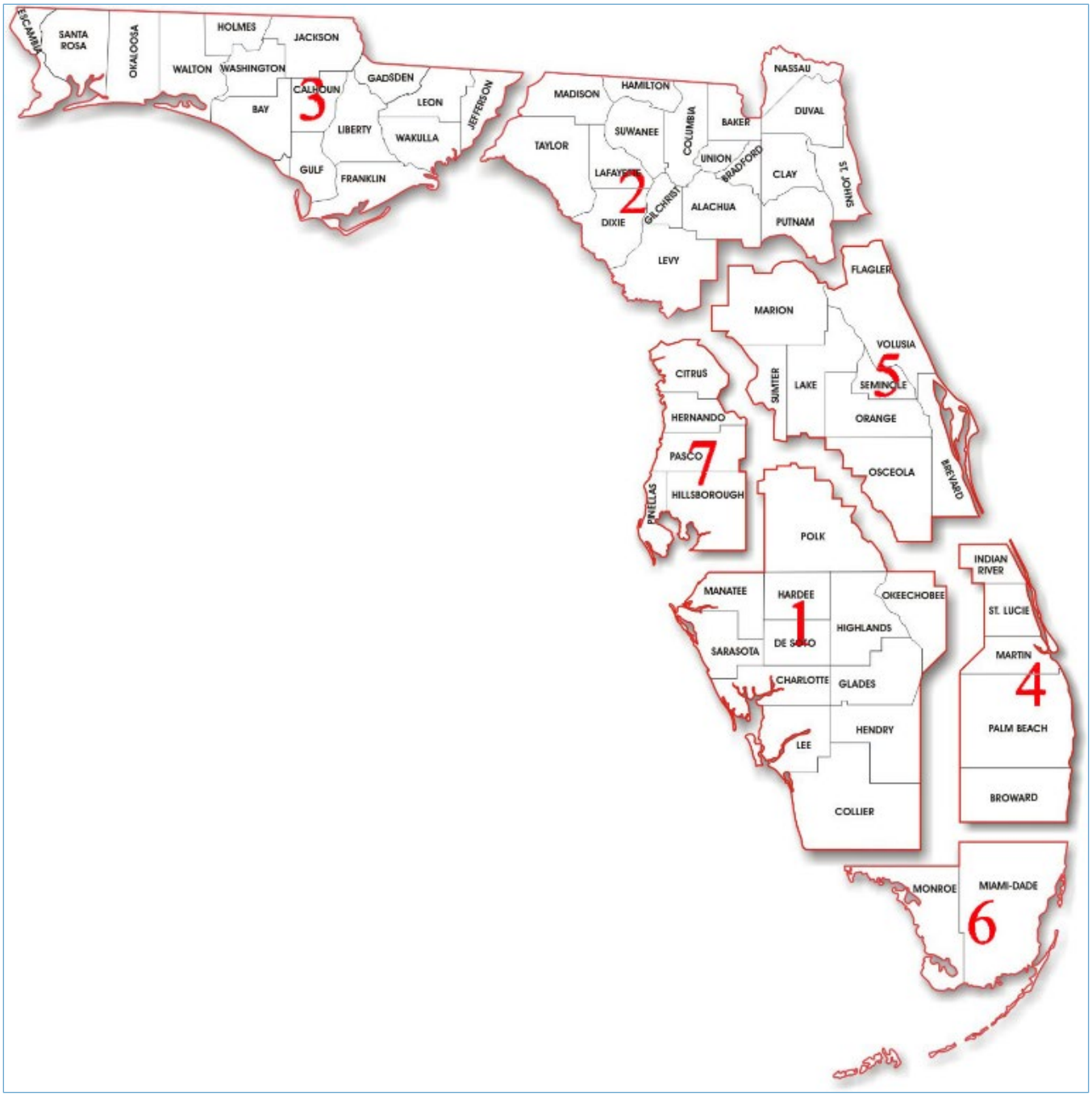
The FDOT State Safety Office focuses on strategic public and partner engagement activities based on extensive data analysis and leverages close community relationships built by FDOT District staff and the state's CTSTs. Florida's data driven analysis relies on several tools available on Florida's Safety Data Integration Space, including traffic records data, geographic information system analysis, and U.S. Census demographic data.

FLORIDA DEMOGRAPHIC CONTEXT

Florida is the third-most populous state in the United States, featuring some of the most diverse communities in the nation. According to the 2020 U.S. Census, Florida's statewide diversity index score is 64.1%, which ranks it 10th out of all states. Florida has attracted many immigrants particularly from Latin America and notably from Cuba. Spanish is widely spoken in many areas of the state. Additionally, long-lasting cultural footprints have been left by several other racial and ethnic groups over time. As described in greater detail below, the identification and engagement of communities on traffic safety cannot help but reach a wide range of different kinds of community members.

FDOT DISTRICT-LEVEL COMMUNITY OUTREACH

The Florida Department of Transportation is a decentralized agency with over 6,000 employees and is made up of seven districts. There is a Safety Office and Communications Office within each FDOT District that work directly with their communities to identify safety needs and develop solutions. All seven districts work closely with the FDOT Central Office and collaborate with one another to address projects, planning efforts, and challenges that cross district boundaries.



The FDOT State Safety Office has leveraged this decentralized structure to ensure there are multiple opportunities to engage and receive feedback from the public for all safety-related activities, including the 3HSP update. For example, FDOT District Seven in Tampa holds community conversations, organized through local homeowner associations, to directly receive input from affected communities with traffic safety needs, especially in areas identified as underserved or those communities overrepresented in traffic crash fatality, and serious injury data. Additionally, FDOT District Six (Miami-Dade) meets quarterly with the Miami-Dade TPO specifically to review bicycle and pedestrian safety issues and projects. The District's bicycle and pedestrian coordinator then collaborates with the TPO and other local agencies to conduct outreach and education events in the community with materials offered in Spanish, Creole, and English. Targeted engagement for the 3HSP was discussed with District Secretaries and their staff, including the District Safety Administrators, and the District Teams have provided all feedback received related to the development of Florida's 3HSP to the FDOT State Safety Office. Observations from community engagement practices include:

- There are many community participants engaging in conversations about the road safety of their communities including residents, civic leaders, community advocates, local partners, MPO boards, Citizen Advisory Committees (CACs), Community Traffic Safety Teams (CTST), Community Oversight Advisory Team, law enforcement, traffic safety coalitions, and FDOT.

- Many commonly practiced engagement strategies are being used such as pedestrian and bicycle safety educational and enforcement campaigns, educational materials (multiple languages) distribution, helmet fitting, educational bike-rides, media/press releases, safety pop-up events, digital and print advertisements, community meetings, and workshops.

- There are ongoing/planned VRU safety improvement projects on the identified priority segments such as pedestrian crossing signal and signage, median and sidewalk enhancement, pavement marking, improved lighting, and safety audits.

ENGAGEMENT TO PROTECT SAFETY OF VULNERABLE ROAD USERS

As part of the Triennial Highway Safety Plan engagement, FDOT connected with Broward County residents at the Sunday Jazz Brunch in Fort Lauderdale. Collaborating with FDOT District 4, Central Office spoke with residents impacted by pedestrian and bicyclist crashes on Florida's most hazardous roads for vulnerable road users. In addition to in-person discussions, FDOT collected residents' input on safety concerns through digital and paper surveys. Insights into problematic roadway conditions and potential solutions in Broward County have guided updates to the Triennial Highway Safety Plan.

ACTIVITIES TO SUPPLEMENT COMMUNITY ENGAGEMENT

In addition to PP&E activities, FDOT has benefited from other engagements as well. While the groups described below may sometimes be an indirect conduit for community input, they contain elected and appointed members that represent their communities, and they are invaluable to help frame and contextualize direct public input gathered.

Florida Traffic Safety Coalitions

The FDOT State Safety Office regularly engages and coordinates with seven active traffic safety coalitions with approximately 375 individual representatives who meet quarterly. Florida's Traffic Safety Coalitions include the following which align with a number of Florida's SHSP Emphasis Areas:

- Florida Impaired Driving Coalition
- Florida Motorcycle Safety Coalition
- Florida Occupant Protection Coalition
- Florida Pedestrian and Bicycle Safety Coalition
- Florida Safe Mobility For Life Coalition
- Florida Teen Safe Driving Coalition
- Florida Traffic Records Coordinating Committee
- Florida Rail Safety Coalition

Florida's traffic safety coalitions comprise a diverse network of stakeholders, including public and private agencies, advocacy groups, and the general public. Each participant serves as an active representative for their community, sharing local insights, challenges, and priorities with the coalitions. In turn, they help bring coalition-developed strategies, resources, and solutions back to their communities to support safer roadways across the state.

Each of Florida's traffic safety coalitions is responsible for producing topical statewide strategic plans (available here). These plans contain detailed recommendations that have directly influenced the structure and directions of Florida's highway safety program. For example, the Traffic Records Coordinating Committee is required as a condition of receiving Section 405(c) funding, and its Traffic Records Strategic Plan guides the allocation of traffic records resources within FDOT's NHTSA-funded initiatives. The Florida Teen Safe Driving Coalition has facilitated the creation of teen driver safety resources that are utilized in subgrant-funded activities. Similarly, the Florida Impaired Driving Coalition has played a key role in focusing subgrant-funded impaired driving prevention efforts, promoting awareness of available resources, and producing new impaired driving materials of value to both the criminal justice and traffic safety communities. The Florida Occupant Protection Coalition has provided comparable benefits for occupant protection initiatives.

Some additional notable feedback collected from several coalitions that was incorporated into Florida's 3HSP includes taking a proactive approach to preventing traffic fatalities and serious injuries through extensive education and outreach activities; improving the state's culture of traffic safety; implementing planning, design, and operational solutions that reduce and eliminate traffic fatalities and serious injuries; and improving Florida's traffic records data system.

Florida's Community Traffic Safety Teams

Florida's Community Traffic Safety Teams (CTSTs) are multi-jurisdictional, locally based groups of traffic safety advocates and stakeholders committed to a shared vision of improving safety in their communities. There are 50 CTSTs meeting regularly throughout the year all over the state, each one with a unique range of perspectives in their membership that reflects the communities they are working in. Each FDOT District has a CTST Coordinator that works closely with the CTSTs in their geographic region.

The FDOT State Safety Office relies on the strong relationships and robust communication networks Florida's CSTS have built within their communities to share information about traffic safety efforts and receive feedback on traffic safety challenges and needs. CTSTs regularly provide feedback to FDOT SSO related to a variety of topics including the 3HSP.

Summary of Notable Feedback Received

- Increase law enforcement activity, especially for distracted driving, speeding, and pedestrian and bicycle safety.
- Increase education and outreach activities to improve traffic safety awareness.

PP&E PLANS FOR THE FUTURE

PP&E is not an effort for a single program year, but rather an ongoing responsibility and opportunity for all states to continue to incorporate meaningful public input into the highway safety planning process.

STATE'S GOALS FOR FUTURE PUBLIC ENGAGEMENT EFFORTS

The FDOT State Safety Office intends to maintain the same goals for public engagement efforts described above, though these goals may be potentially revisited for the next 3HSP.

ACCESSIBILITY FOR FUTURE PUBLIC ENGAGEMENT

FDOT will continue its commitment to providing accessible options for members of the public to provide input on traffic safety programs. One area that the FDOT State Safety Office is evaluating for future years is to include closed captioning or sign language for virtual meetings and evaluating the need and ability to support multilingual audiences.

POTENTIAL PUBLIC PARTICIPATION AND ENGAGEMENT STRATEGIES AND ACTIVITES

FDOT may also take any of the following steps:

- ***Make All FDOT State Safety Office PP&E More Systematic:*** Further systemizing the nature of PP&E engagement statewide, such as asking consistent questions of the public about traffic safety generally, questions about locally relevant traffic safety topics and programs, and the alignment of questions with the 3HSP program areas to optimize the value of this input for planning purposes. As described above, any future PP&E activities will be carried out with reasonable accommodations to ensure accessibility.

- ***Develop a Statewide PP&E Plan*:** The FDOT State Safety Office may develop a more comprehensive statewide PP&E plan that incorporates existing outreach efforts and specific 3HSP initiatives to support the State Safety Office's PP&E efforts. Recognizing the extensive reach of FDOT, an agency with over 6,000 employees, including district safety offices, this plan could leverage the collective capabilities and resources across the department to enhance outreach.

PERFORMANCE PLAN

PERFORMANCE MEASURES

23 Code of Federal Regulations (CFR) Part 1300, Uniform Procedures for State Highway Safety Grant Programs, requires each state to set performance measures and targets, as well as report them in the Triennial HSP.

On January 6, 2025, NHTSA published notice of the revised minimum performance measures developed in consultation with GHSA. The revised minimum measures are the first comprehensive update of the minimum since they were originally published in 2008.

Through this process NHTSA established an updated behavioral highway safety program-driven performance measure framework. This updated framework creates three categories of performance measures. Each of these categories are equally important and identifies required or recommended measures based on the State's program and the availability of standardized data. The three categories are:

- **(1) Universal core performance measures** — measures required for all States. These universal core performance measures cover problem areas for which all recipients currently include countermeasure strategies.
- **(2) Strategic core performance measures** — measures required for all States that have a corresponding countermeasure strategy in their 3HSP. These measures are required based on State-specific problem identification tied to countermeasure strategies.
- **(3) State-developed performance measures** — additional measures developed by States based on their specific problem identification and tied to their countermeasure strategies.



UNIVERSAL CORE PERFORMANCE MEASURES

- UC-1 — Number of Fatalities (Signal Four Analytics data)
- UC-2 — Number of Serious Injuries (Signal Four Analytics, FHWA)
- UC-3 — Fatalities per 100 Million Vehicle Miles Traveled (VMT) (Signal Four Analytics, FHWA)
- UC-4 — Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (Signal Four Analytics data)
- UC-5 — Number of Fatalities Involving Driver or Motorcycle Operator with a .08 BAC or Above (Signal Four Analytics data)
- UC-6 — Number of Speeding-Related Fatalities (Signal Four Analytics data)
- UC-7 — Number of Pedestrian Fatalities (Signal Four Analytics data)

STRATEGIC CORE PERFORMANCE MEASURES

- C1 — Number of Bicyclist Fatalities (Signal Four Analytics data)
- C2 — Number of Motorcyclist Fatalities (Signal Four Analytics data)
- C3 — Number of Drivers aged 20 or Younger Involved in Fatal Crashes (Signal Four Analytics data)
- C4 — Number of Drivers Aged 65 or Older Involved in Fatal Crashes (Signal Four Analytics data)
- C5 — Number of Roadside Fatalities (first responders, tow-truck drivers, roadway crew) (State data)

FLORIDA-DEVELOPED PERFORMANCE MEASURES

- F1 — Serious Injury Rate per 100 Million Vehicle Miles Traveled (100M VMT) (Signal Four Analytics, FHWA)
- F2 — Number of Non-Motorized Fatalities and Serious Injuries (Signal Four Analytics data)
- F3 — Observed Safety Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State survey)
- F4 — Number of CTST Outreach Events Conducted (Subgrant activity reports)
- F5 — Number of Distracted Driving Fatalities (State data)

- F6 — Number of Impaired Driving Citations Issued, and Arrests Made during Grant-Funded Enforcement Activities (Subgrant activity reports)
- F7 — Number of Seat Belt Citations Issued during Grant-Funded Enforcement Activities (Subgrant activity reports)
- F8 — Number of Police Reported Unattended Passenger Incidents (State data)
- F9 — Estimated Number of Impressions for Campaigns (Subgrant activity reports)
- F10 — Number of Traffic Safety Subgrants Executed (Grant section data)
- F11 — Percent of Law Enforcement Agencies Participating in the Florida LEL Traffic Safety Challenge (Subgrant activity reports)
- F12 — Number of Persons Who Received Traffic Safety Professional's Training (Subgrant activity reports)
- F13 — Number of Speeding Citations Issued, and Arrests Made during Grant-Funded Enforcement Activities (Subgrant activity reports)
- F14 — Number of Crashes Submitted within 10 Days to the State (State data)
- F15 — Number of Fatalities in Work Zones (State data)

TARGETS

Florida shares the national traffic safety vision of zero fatalities. Safety remains the highest priority for the state and is central to the mission, vision, and responsibilities of FDOT, as well as a goal of the FTP, the state's long-range transportation plan. FDOT, the State Safety Office, and our partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the loss of life is unacceptable. Accordingly, zero fatalities is our safety performance target. This target is consistently reflected throughout our SHSP, HSIP, and HSP.



DATA FORECASTS

Realizing that zero fatalities likely will not be reached within Florida's 3HSP, Florida uses data models to forecast the fatalities that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

Florida's data forecasts have been established using an autoregressive integrated moving average (ARIMA) Hybrid Regression Model (0, 1,1)(2,0,0)(12) with VMT. Nine independent variables were tested to assess correlations between fatalities against possible influencing factors, including VMT, gas consumption, vehicle registration, temperature, precipitation, gross domestic product (GDP), and tourists. Only 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 Universal and Strategic Core performance measures have been forecasted based on five-year rolling averages. The forecasts for 2026 to 2029 are based on monthly data from 2010 through 2025 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data to create the updated forecasts. Forecasts for 2026 to 2029 were calculated by using the established trend percentage for VMT to normalize the 2020 data due to any COVID-19 anomalies. Strategic Core measures 4 and 5 (number of drivers age 65 and older involved in fatal crashes, and roadside fatalities (first responders, tow-truck drivers, and roadway crew) were formerly Florida specific measures and may have contains gaps in data years. Roadside fatalities lack projections based on limited data.



UNIVERSAL CORE STRATEGIC MEASURES

UC-1 — Number of Fatalities

- **Target:** Florida's target for fatalities is zero in FY 2027–2029.

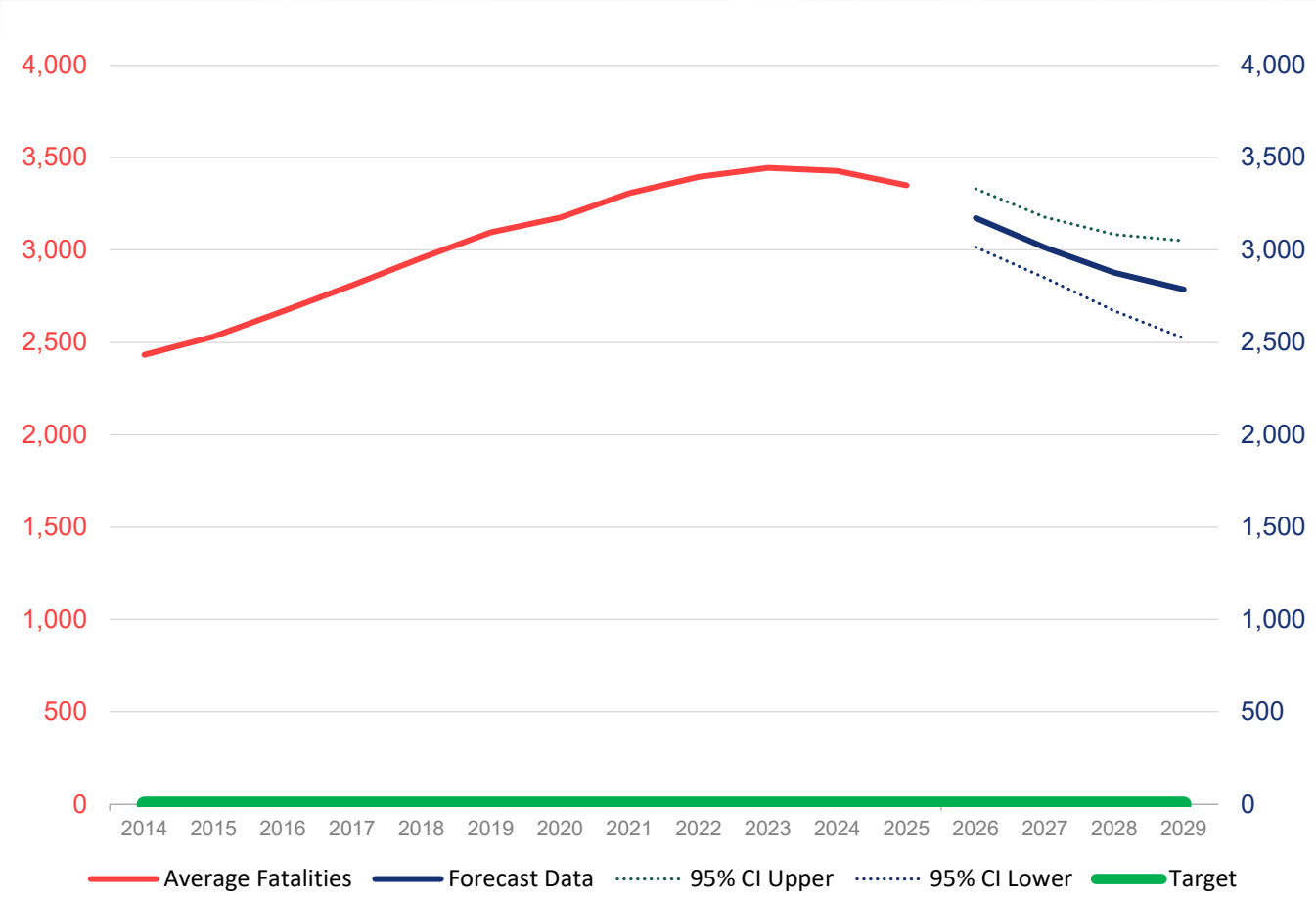
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatalities on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2010 to 2025 to predict probable outcomes for 2026 through 2029.

Core Outcome Measures		Measure Type		2026	2027	2028	2029
UC-1	Number of Fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	3,331	3,178	3,084	3,050
			Lower	3,015	2,849	2,670	2,523

- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatalities could slowly trend downward in 2026 through 2029. The FDOT State Safety Office intends to execute the subgrants identified in the FY2027 annual application in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities could slowly trend downward in 2026 through 2029, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2027 annual application will enhance the downward trend to ultimately reduce the number of fatalities.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP—with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five-Year Rolling Average Graph: The chart below reflects the five-year rolling average of traffic fatalities for each year and the data forecasts for 2026 through 2029.



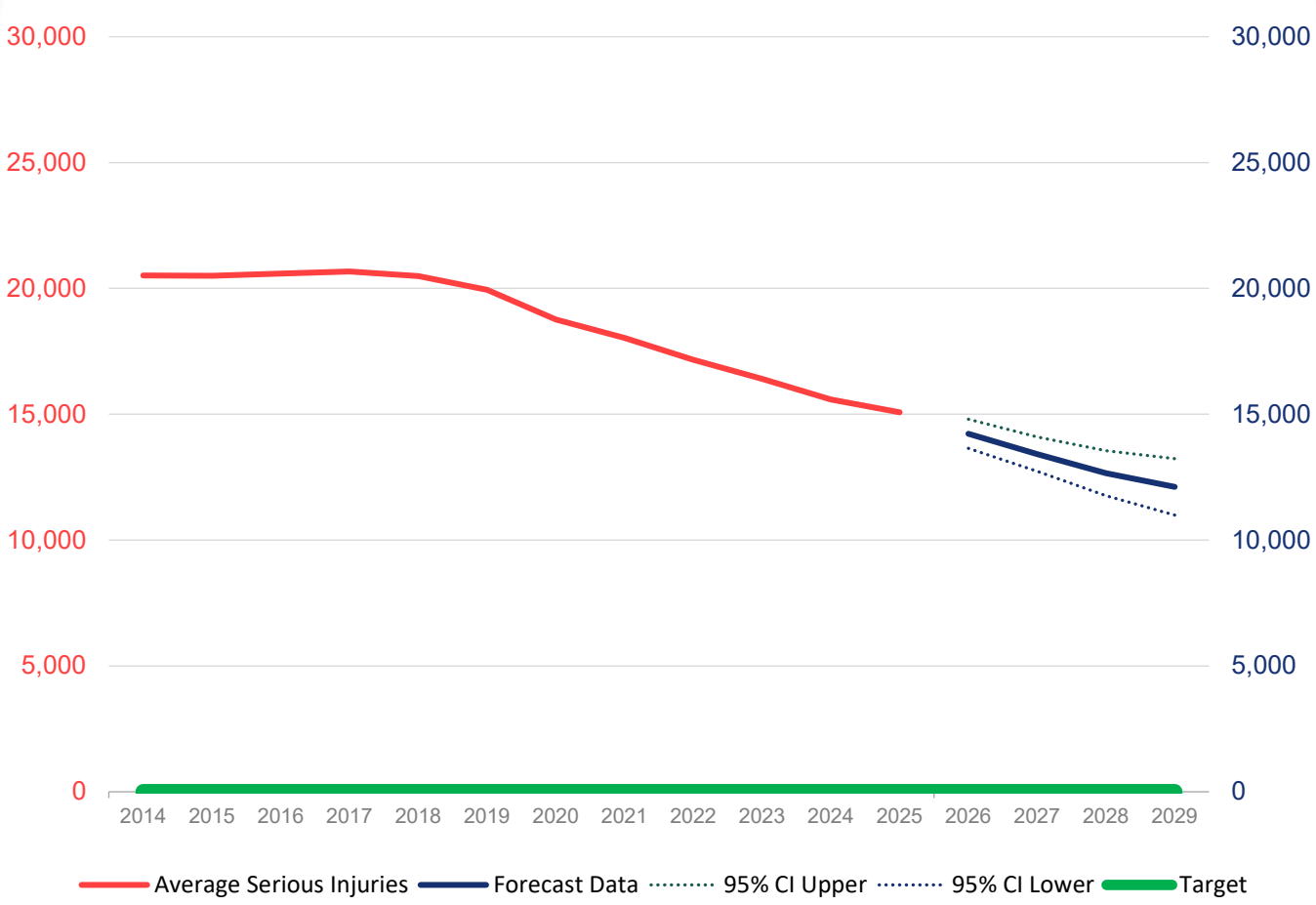
UC-2 — Number of Serious Injuries

- **Target:** Florida's target for serious injuries is zero in FY 2027–2029.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total serious injuries on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2010 to 2025 to predict probable outcomes for 2026 through 2029.

Core Outcome Measures		Measure Type		2026	2027	2028	2029
UC-2	Number of Serious Injuries	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	14, 803	14,095	13,548	13,236
			Lower	13, 646	12,733	11,758	10,994

- **Strategy:** The data forecast indicates Florida's five-year rolling average for serious injuries will continue to trend downward in 2026 through 2029. The FDOT State Safety Office intends to execute the subgrants identified in the FY2027 annual application in areas with high frequency of serious injuries to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for serious injuries will trend downward in 2026 through 2029, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2027 annual application will enhance the downward trend to ultimately reduce the number of serious injuries.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** Serious Injuries —The chart below reflects the five-year rolling average for serious injuries for each year and the data forecasts for 2026 through 2029.



UC-3 — Fatalities per 100 Million Vehicle Miles Traveled (VMT)

- **Target:** Florida's target for fatalities per 100 million vehicle miles traveled is zero in FY 2027–2029.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatalities per vehicle miles traveled on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2010 to 2025 to predict probable outcomes for 2026 through 2029.

Core Outcome Measures		Measure Type		2026	2027	2028	2029
UC-3	Fatalities per 100 Million Vehicle Miles Traveled (VMT)	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	1.60	1.53	1.52	1.56
			Lower	1.07	0.97	0.84	0.74

- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatalities per vehicle miles traveled could trend slowly downward in 2026 through 2029. The FDOT State Safety Office intends to execute the subgrants identified in the FY2027 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities will trend downward in 2026 through 2029, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2027 annual application will enhance the downward trend to ultimately reduce the fatality rate per 100M VMT.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** Fatality Rate—The chart below reflects the five-year rolling average for fatalities per VMT for each year and the data forecasts for 2026 through 2029.



UC-4 — Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions

- **Target:** Florida's target for number of unrestrained passenger vehicle occupant fatalities, all seat positions is zero in FY 2027–2029.

- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of unrestrained passenger vehicle occupant fatalities, all seat positions on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2010 to 2025 to predict probable outcomes for 2026 through 2029.

Core Outcome Measures		Measure Type		2026	2027	2028	2029
UC-4	Number of unrestrained passenger vehicle occupant fatalities, all seating position	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	820	780	763	766
			Lower	665	627	605	590

- **Strategy:** The data forecast indicates Florida's annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions could trend slowly downward in 2026 through 2029. The FDOT State Safety Office intends to execute the subgrants identified in the FY2027 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions could trend downward in 2026 through 2029, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2027 annual application will enhance the downward trend to ultimately reduce the number of unrestrained passenger vehicle occupant.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent

variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five-Year Rolling Average Graph: Number of Unrestrained Vehicle Occupant Fatalities, all seat positions—The chart below reflects the five-year rolling average number of unrestrained passenger vehicle occupant fatalities, all seat positions for each year and the data forecasts for 2026 through 2029.



UC-5 — Number of Fatalities Involving Driver or Motorcycle Operator with a 0.08 BAC or Above

- **Target:** Florida's target for number of fatalities involving a driver or motorcycle operator with a 0.08 BAC is zero in FY 2027–2029.

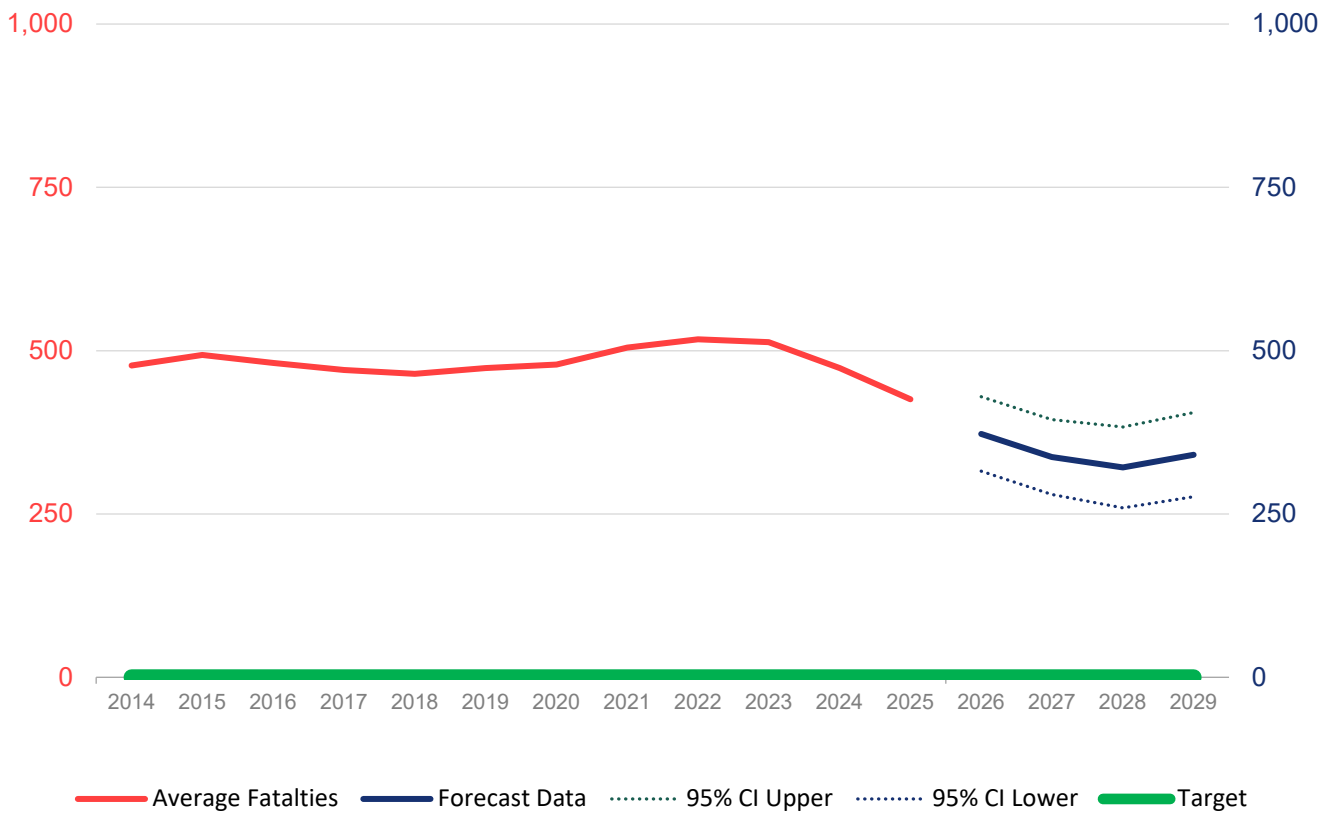
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of fatalities involving a driver or motorcycle operator with a 0.08 BAC or above on Florida's roads forecasted, as shown in the table below. This forecast was made with historical and current state data from 2010 to 2025 to predict probable outcomes for 2026 through 2029.

Core Outcome Measures		Measure Type		2026	2027	2028	2029
UC-5	Number of Fatalities Involving Driver or Motorcycle Operator with a 0.08 BAC or Above	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	430	395	383	405
			Lower	316	280	259	276

- **Strategy:** The data forecast indicates Florida's annual total for the number of fatalities involving a driver or motorcycle operator with a 0.08 BAC or above could trend slowly downward in 2026 through 2029. The FDOT State Safety Office intends to execute the subgrants identified in the FY2027 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's fatalities involving a driver or motorcycle operator with a 0.08 BAC or above could slowly trend downward in 2026 through 2029, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2027 annual application will enhance the downward trend to ultimately reduce the number of fatalities involving a driver or motorcycle operator with a 0.08 BAC or above.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five year rolling Average Graph: Number of Fatalities Involving Driver or Motorcycle Operator with a 0.08 BAC or Above—The chart below reflects the five-year rolling average number of fatalities involving a driver or motorcycle operator with a 0.08 BAC or above for each year and the data forecasts for 2026 through 2029.



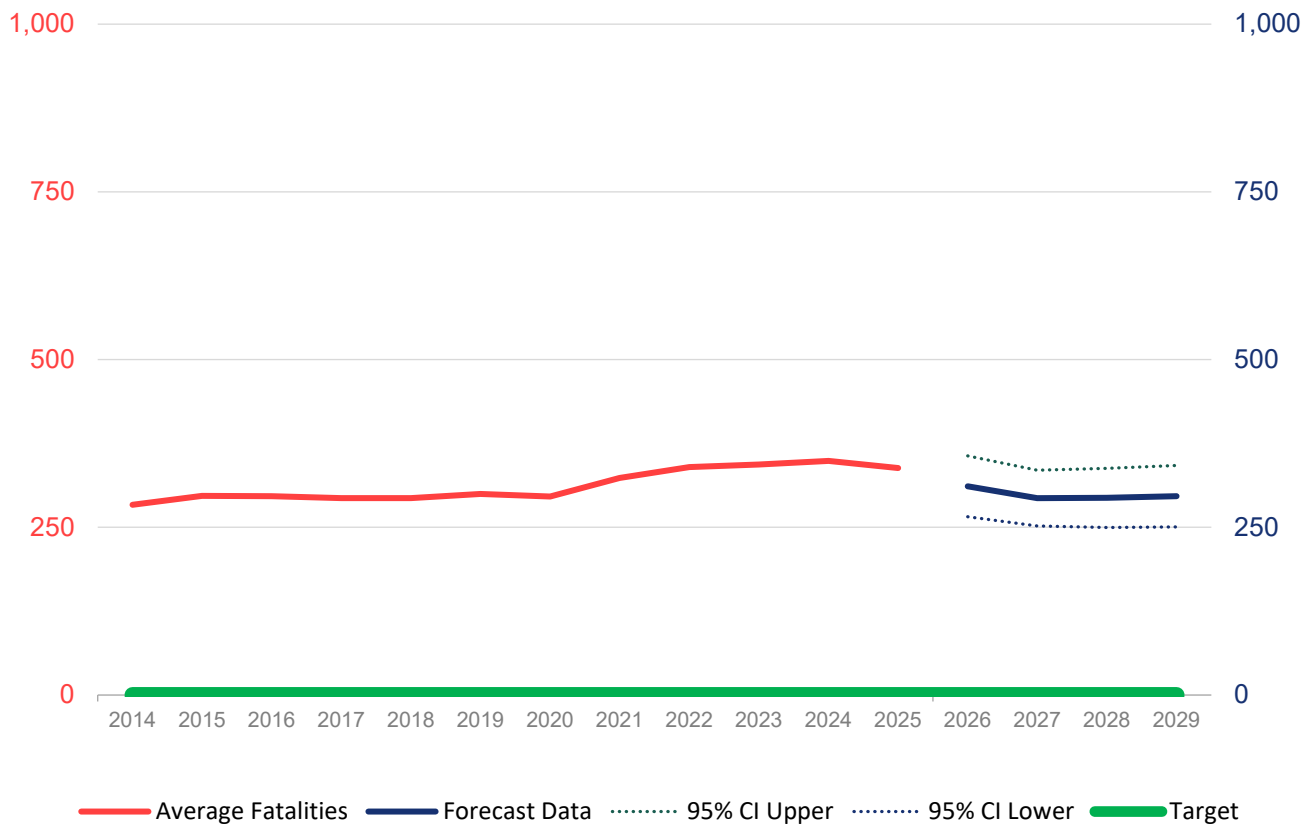
UC-6 — Number of Speeding-Related Fatalities

- **Target:** Florida's target for number of speeding-related fatalities is zero in FY 2027–2029.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of speeding-related fatalities on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2010 to 2025 to predict probable outcomes for 2026 through 2029.

Core Outcome Measures		Measure Type		2026	2027	2028	2029
UC-6	Number of Speeding-Related Fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	356	335	338	342
			Lower	266	252	250	250

- **Strategy:** The data forecast indicates Florida's annual total for the number of speeding-related fatalities could trend downward in 2026 through 2029. The FDOT State Safety Office intends to execute the subgrants identified in the FY2027 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for the number of speeding-related fatalities could trend slowly downward in 2026 through 2029, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2027 annual application will enhance the downward trend to ultimately reduce the number of speeding-related fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five year rolling Average Graph Number of Speeding-Related Fatalities——The chart below reflects the five-year rolling average number of speeding-related fatalities for each year and the data forecasts for 2026 through 2029.



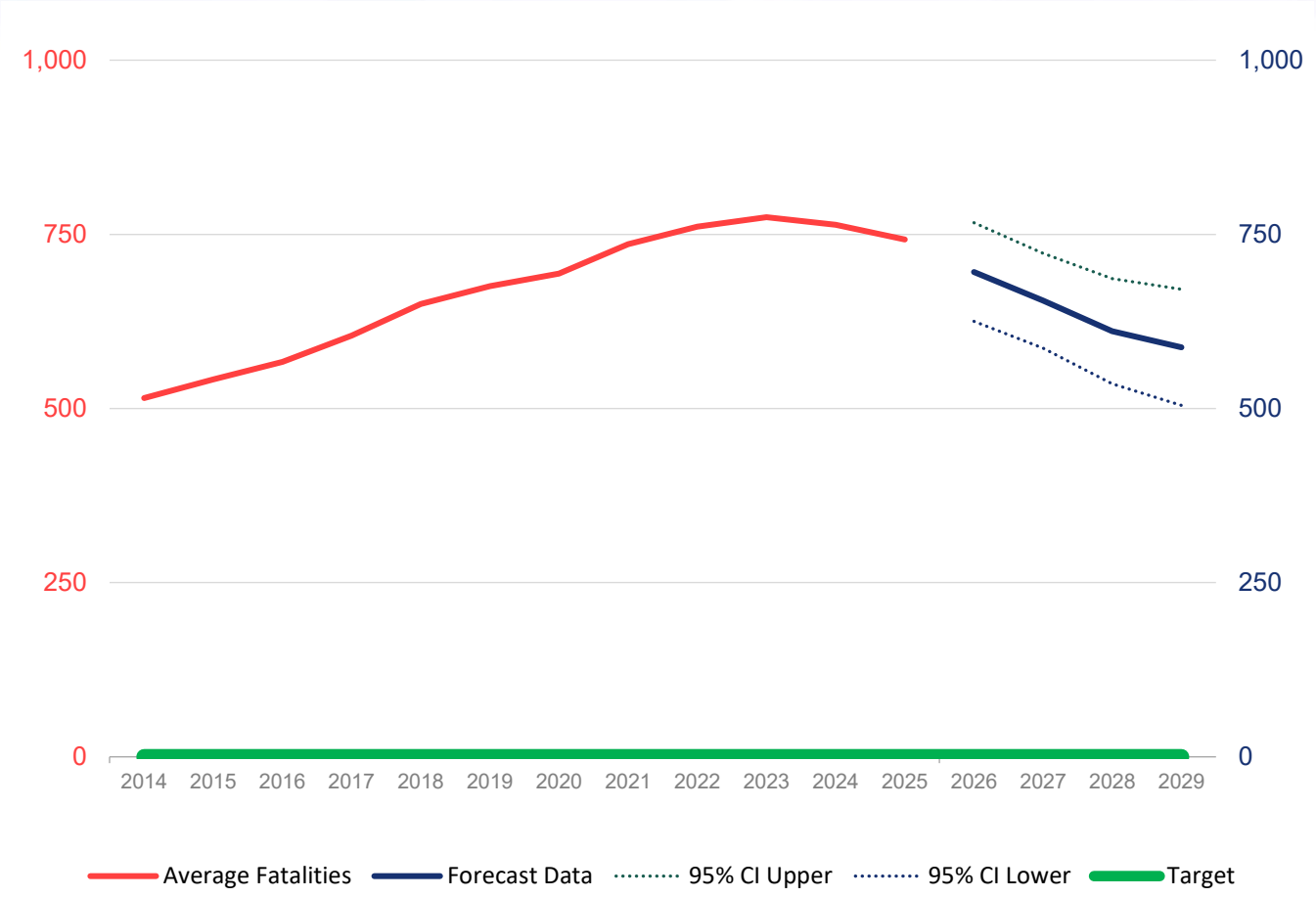
UC-7 — Number of Pedestrian Fatalities

- **Target**: Florida's target for number of pedestrians involved in fatal crashes is zero in FY 2027–2029.
- **Annual Performance Forecast**: Based on statistical forecasting, the number of pedestrians involved in fatal crashes on Florida's roads is forecasted as shown in the table below. This forecast was made with historical and current state data from 2010 to 2025 to predict probable outcomes for 2026 through 2029.

Core Outcome Measures		Measure Type		2026	2027	2028	2029
UC-7	Number of Pedestrian Fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	767	723	686	671
			Lower	625	587	535	505

- **Strategy**: The data forecast indicates Florida's annual number of pedestrian fatalities could trend upward 2026 through 2029. The FDOT State Safety Office intends to execute the subgrants identified in the FY2027 annual application in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of pedestrian fatalities could trend upward in 2026 through 2029, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2027 annual application will reverse this trend and ultimately reduce the number of pedestrian fatalities.
- **Justification**: Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP—with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five year rolling Average Graph —Number of Pedestrian Fatalities: The chart below reflects the five-year rolling average number for each year and the data forecasts for 2026 through 2029.



STRATEGIC CORE PERFORMANCE MEASURES

C1 — Number of Bicyclist Fatalities

- **Target:** Florida's target for number of bicyclist fatalities is zero in FY 2027–2029.

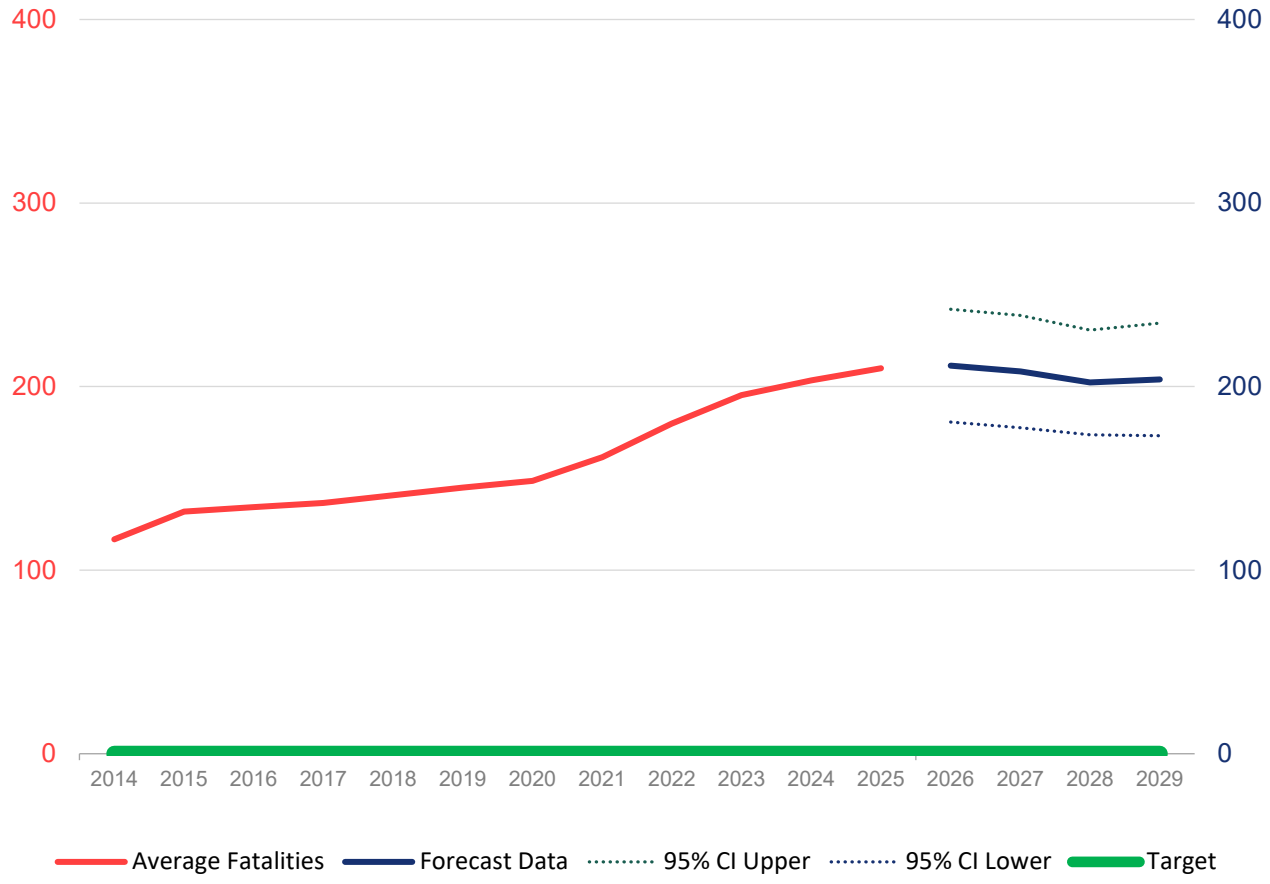
- **Annual Performance Forecast:** Based on statistical forecasting, the number of bicyclists and other cyclist fatalities on Florida's roads is forecasted as shown in the table below. This forecast was made with historical and current state data from 2010 to 2025 to predict probable outcomes for 2026 through 2029.

Core Outcome Measures		Measure Type		2026	2027	2028	2029
C1	Number of Bicyclist Fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	242	239	231	235
			Lower	181	178	174	173

- **Strategy**: The data forecast indicates Florida's annual number of bicyclist fatalities could remain relatively flat in 2026 through 2029. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of bicyclist fatalities could remain relatively flat in 2026 through 2029, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2027 annual application will reverse this trend and ultimately reduce the number of bicyclists and other cyclist fatalities.

- **Justification**: Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP—with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five year rolling Average Graph —Bicyclist and other cyclist fatalities: The chart below reflects the five-year rolling average number of bicyclist fatalities for each year and the data forecast for 2026 through 2029.



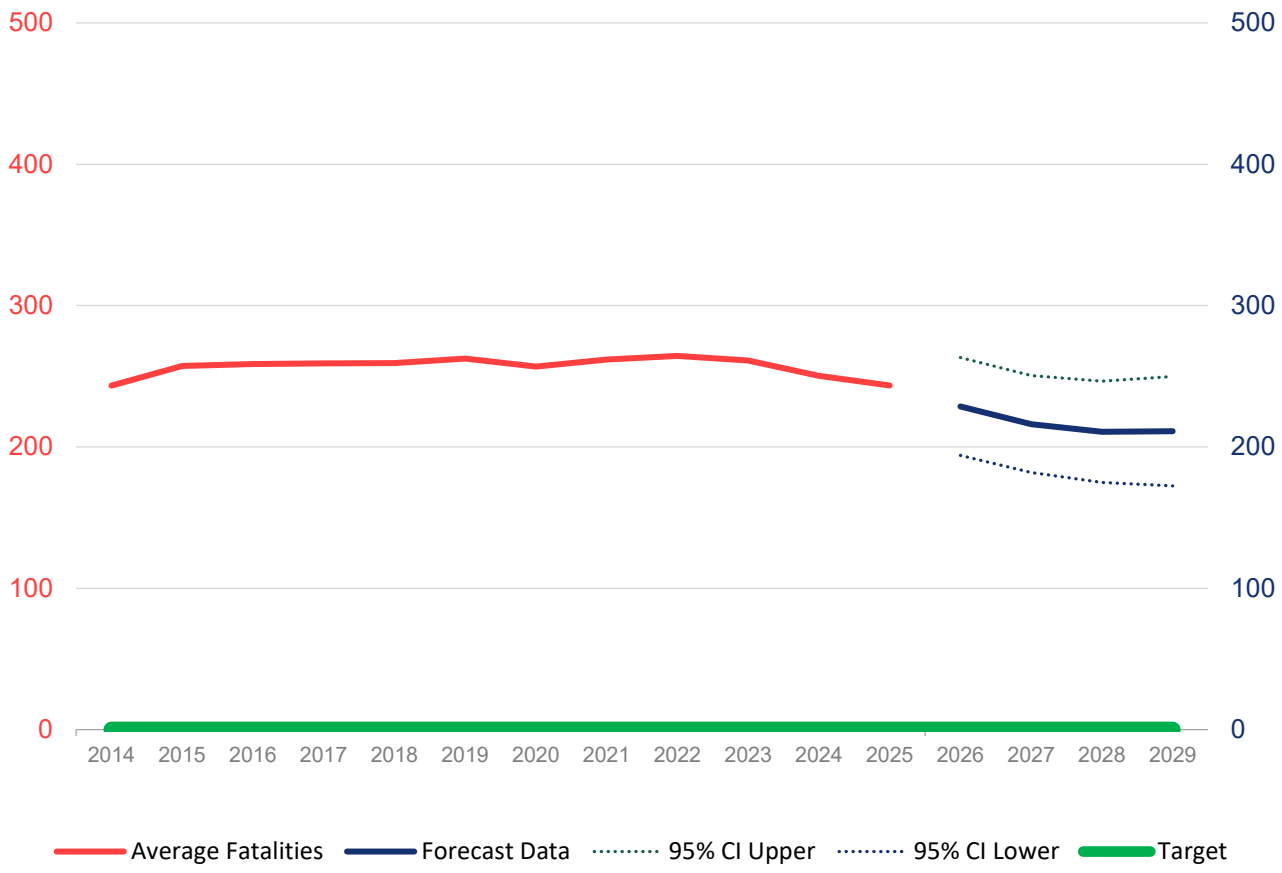
C2 — Number of Motorcyclist Fatalities

- **Target:** Florida's target for number of motorcyclist fatalities is zero in FY 2027–2029.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of motorcyclist fatalities on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2010 to 2025 to predict probable outcomes for 2026 through 2029.

Core Outcome Measures		Measure Type		2026	2027	2028	2029
C2	Number of Motorcyclist Fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	656	647	648	653
			Lower	551	546	537	540

- **Strategy:** The data forecast indicates Florida's annual total for the number of motorcyclist fatalities could trend downward in 2026 through 2029. The FDOT State Safety Office intends to execute the subgrants identified in the FY2027 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates the annual total for the number of motorcycle fatalities could trend slowly downward in 2026 through 2029, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2027 annual application will continue this trend and ultimately reduce the number of motorcyclist fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five Year Rolling Average Graph: Number of Motorcyclists Fatalities—The chart below reflects the five-year rolling average number of motorcyclist fatalities for each year and the data forecasts for 2026 through 2029.



C3 — Number of Drivers Aged 20 or Younger Involved in Fatal Crashes

- **Target:** Florida's target for number of drivers aged 20 or younger involved in fatal crashes is zero in FY 2027–2029.

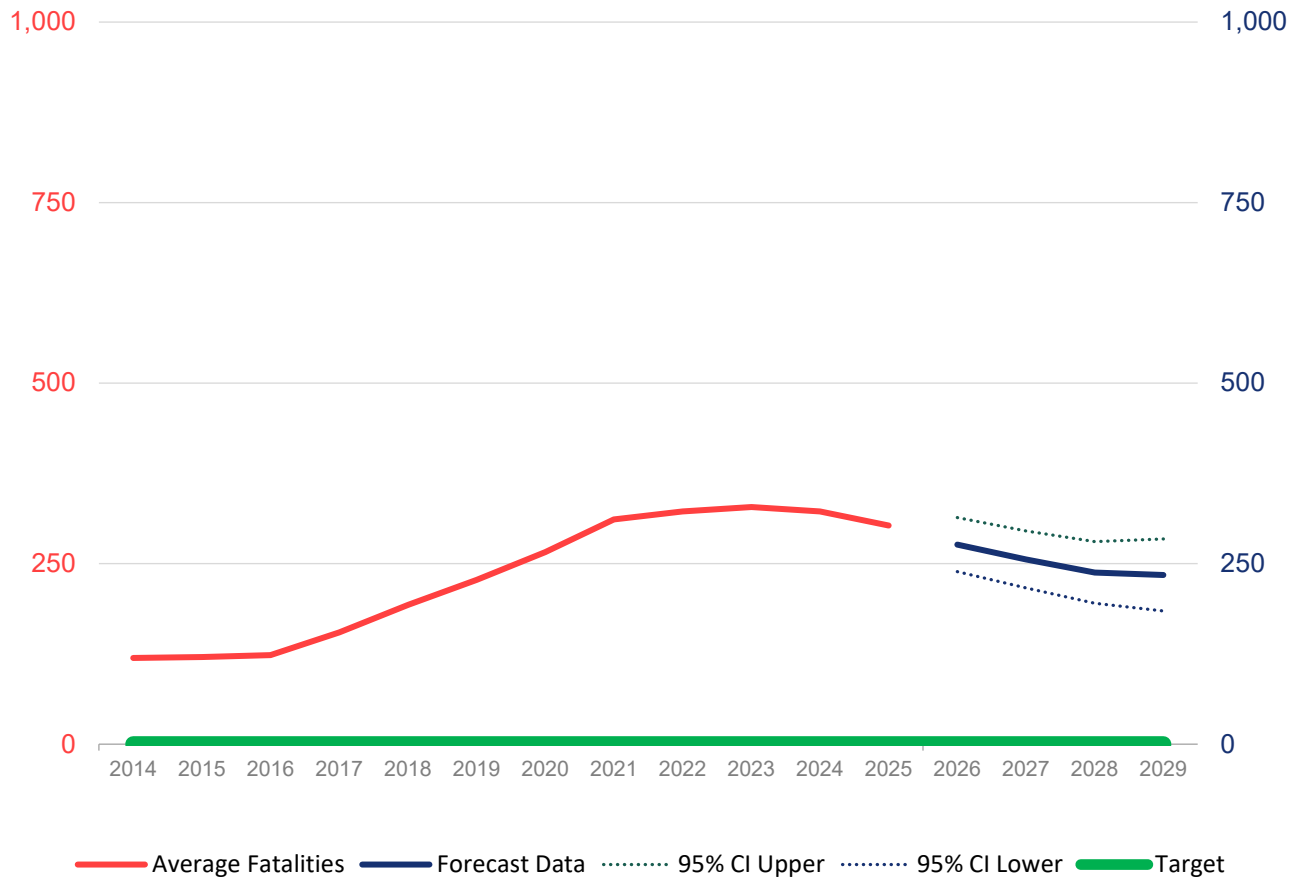
- **Annual Performance Forecast:** Based on statistical forecasting, the number of drivers aged 20 or younger involved in fatal crashes on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2010 to 2025 to predict probable outcomes for 2026 through 2029.

Core Outcome Measures		Measure Type		2026	2027	2028	2029
C3	Number of Drivers Aged 20 or Younger Involved in Fatal Crashes	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	314	295	281	284
			Lower	239	216	195	184

- **Strategy:** The data forecast indicates Florida's annual number of drivers aged 20 or younger involved in fatal crashes will slowly trend upward in 2026 through 2029. The FDOT State Safety Office intends to execute the subgrants identified in the FY2027 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of drivers aged 20 or younger involved in fatal could trend upward in 2026 through 2029, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2027 annual application will reverse this trend and ultimately reduce the number of drivers aged 20 or younger involved in fatal crashes.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five year rolling Average Graph: Number of Drivers Aged 20 or Younger— The chart below reflects the five-year rolling average number of drivers aged 20 or younger involved in fatal crashes for each year and the data forecasts for 2026 through 2029.



C4 — Number of Drivers Aged 65 or Older Involved in Fatal Crashes

- **Target:** Florida's target for the number of drivers aged 65 or older involved in fatal crashes is zero in FY 2027–2029.

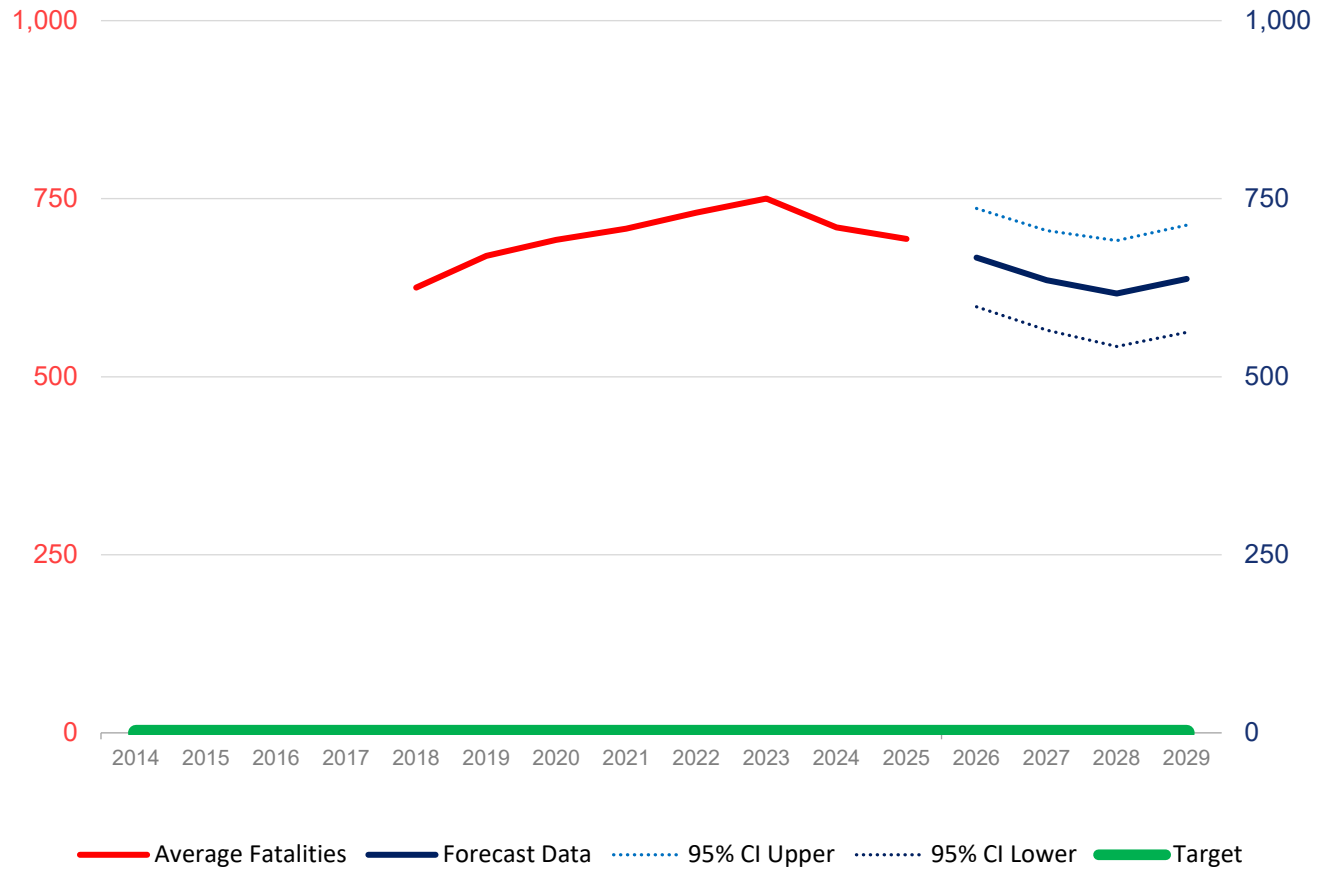
- **Annual Performance Forecast:** Based on statistical forecasting, the number of drivers aged 65 or older involved in fatal crashes on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2014 to 2025 to predict probable outcomes for 2026 through 2029.

Core Outcome Measures		Measure Type		2026	2027	2028	2029
C4	Number of Drivers Aged 65 or Older Involved in Fatal Crashes	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	736	705	691	713
			Lower	598	566	543	562

- **Strategy:** The data forecast indicates Florida's annual number of drivers aged 65 or older involved in fatal crashes will slowly trend upward in 2026 through 2029. The FDOT State Safety Office intends to execute the subgrants identified in the FY2027 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of drivers aged 65 or older involved in fatal could trend upward in 2026 through 2029, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2027 annual application will reverse this trend and ultimately reduce the number of drivers aged 20 or younger involved in fatal crashes.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five year rolling Average Graph: Number of Drivers Aged 65 or Older— The chart below reflects the five-year rolling average number of drivers aged 65 or older involved in fatal crashes for each year and the data forecasts for 2026 through 2029.



C5 — Number of Roadside Fatalities (first responders, tow-truck drivers, roadway crew)

- **Target:** Florida's target for the number of roadside fatalities (first responders, tow-truck drivers, and roadway crew) is zero in FY 2027–2029.
- **Annual Performance Forecast:** Since 2015, FLHSMV has documented 8 total roadside fatalities from. Due to this low number, statistical forecasting is unlikely to yield reliable results.

FLORIDA-DEVELOPED PERFORMANCE MEASURES

Florida has established performance measures for program areas that are not expressly covered by the NHTSA required core outcome, behavioral, or activity measures. The following chart outlines those program areas and their specific, evidence-based performance measures for the 3HSP:

F1 — Serious Injury Rate per 100 Vehicle Miles Traveled (100M VMT)

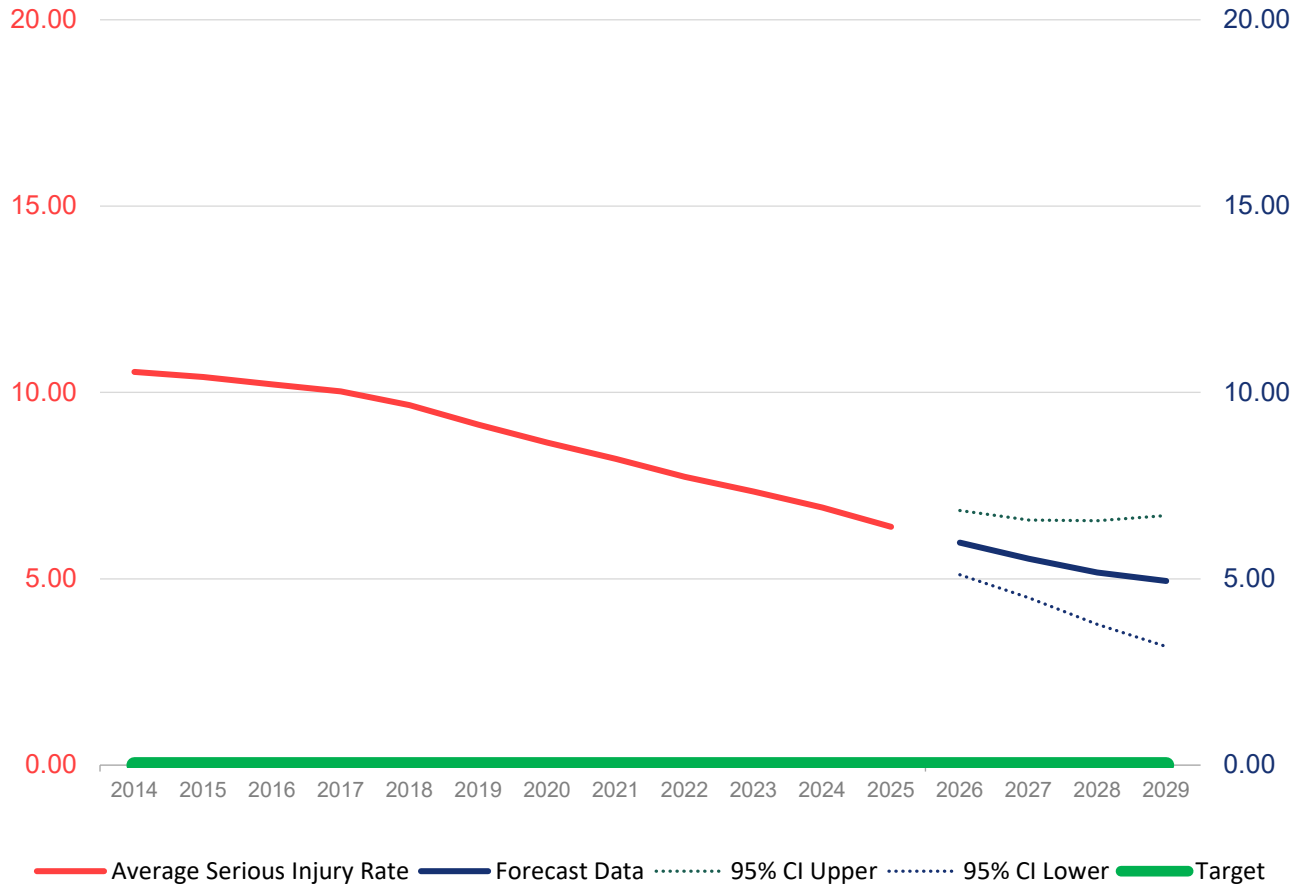
- **Target:** Florida's target for serious injury rate is zero in FY 2027–2029.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total serious injury rate per 100M VMT on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2010 to 2025 to predict probable outcomes for 2026 through 2029.

Core Outcome Measures		Measure Type		2026	2027	2028	2029
F1	Serious Injury Rate per 100 Vehicle Miles Traveled (100M VMT)	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	1.60	1.53	1.52	1.56
			Lower	1.07	0.97	0.84	0.74

- **Strategy:** The data forecast indicates Florida's five-year rolling average for serious injury rate could trend slowly downward in 2026 through 2029. The FDOT State Safety Office intends to execute the subgrants identified in the FY2027 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for serious injuries will trend downward in 2026 through 2029, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2027 annual application will enhance the downward trend to ultimately reduce the serious injury rate per 100M VMT.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or

serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** Rate of serious injuries — The chart below reflects the five-year rolling average for the rate serious injuries for each year and the data forecasts for 2026 through 2029.



F2 — Number of Non-Motorized Fatalities and Serious Injuries

- **Target:** Florida's target for number of non-motorized fatalities and serious injuries is zero in FY 2027–2029.

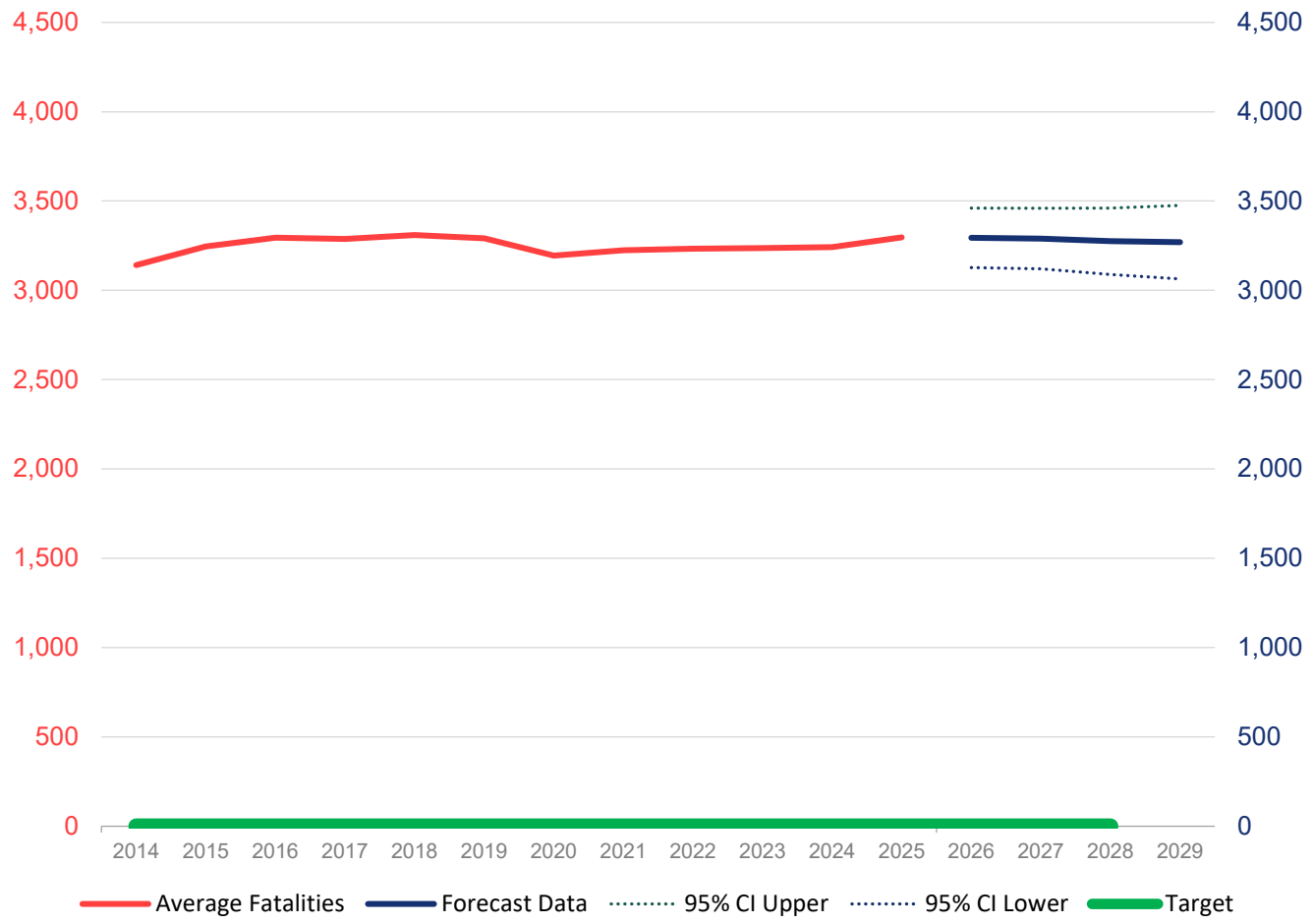
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of non-motorized fatalities and serious injuries on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2010-2025 to predict probable outcomes for 2026-2029.

Core Outcome Measures		Measure Type		2026	2027	2028	2029
F2	Number of Non-Motorized Fatalities and Serious Injuries	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	3,461	3,459	3,461	3,475
			Lower	3,127	3,121	3,089	3,064

- **Strategy:** The data forecast indicates Florida's annual total for number of non-motorized fatalities and serious injuries could trend slowly downward in 2026 through 2029. The FDOT State Safety Office intends to execute the subgrants identified in the FY2027 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions could trend downward in 2026 through 2029, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2027 annual application will enhance the downward trend to ultimately reduce the number of unrestrained passenger vehicle occupant.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** Non-motorized fatalities and serious injuries —The chart below reflects the five-year rolling average for the number of non-motorized fatalities and serious injuries for each year and the data forecasts for 2026 through 2029.



F3 — Observed Safety Belt Use for Passenger Vehicles, Front Seat Outboard Occupants

- **Target**: Florida's target for observed safety belt use for passenger vehicles, front seat outboard occupants is 100 percent in FY 2027–2029.

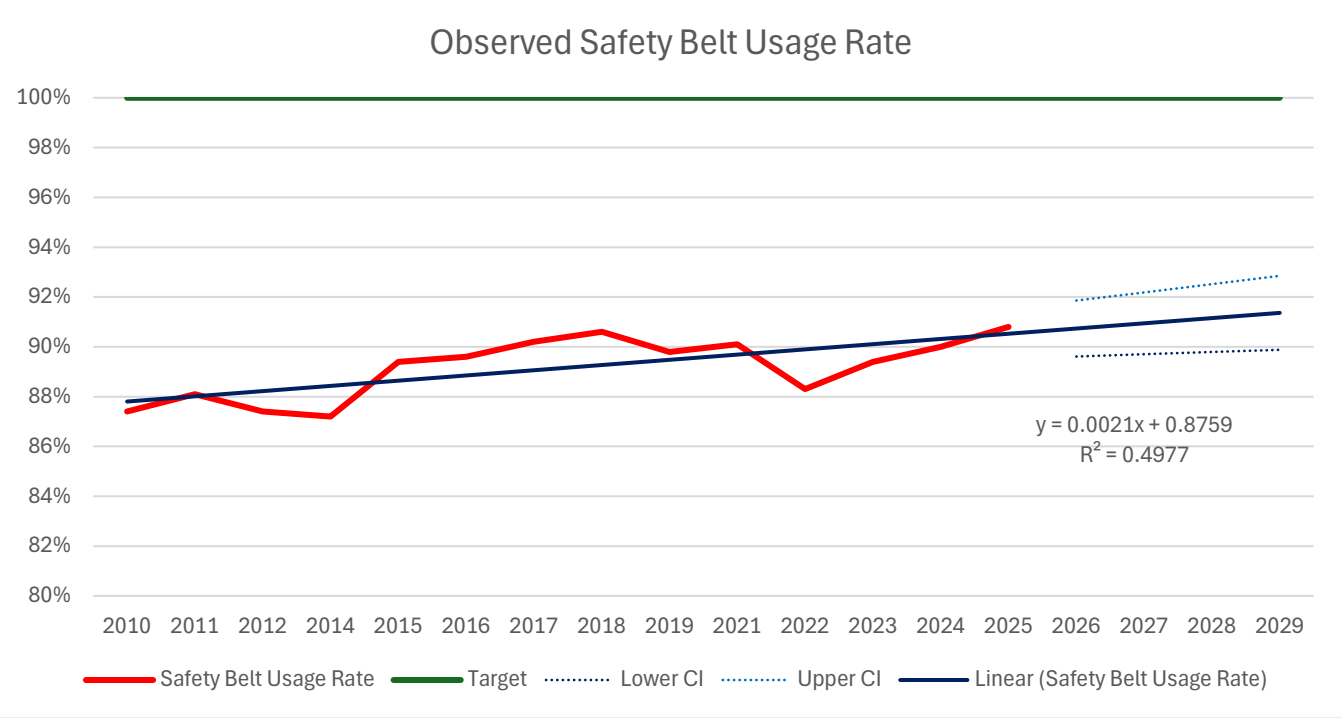
- **Annual Performance Forecast**: Based on a linear trend, the observed safety belt use for passenger vehicles, front seat outboard occupants could be as shown in the table below in 2026 through 2029. This estimate was made with historical and current state data from 2010 to 2025 to estimate probable outcomes for 2026 through 2029.

Core Outcome Measures		Measure Type		2026	2027	2028	2029
F3	Observed Safety Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Actual	Target	100.00%	100.00%	100.00%	100.00%
		FDOT Forecast	Upper	91.86%	92.19%	92.52%	92.85%
			Lower	89.61%	89.7%	89.79%	89.88%

- **Strategy**: The linear trend indicates Florida's observed safety belt use for passenger vehicles, front seat outboard occupants could slowly trend upward in 2026 through 2029. The FDOT State Safety Office intends to execute the subgrants identified in the FY2027 annual application in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's observed safety belt use for passenger vehicles, front seat outboard occupants could slowly trend upward in 2026 through 2029, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the upward trend to ultimately increase the observed safety belt use for passenger vehicles, front seat outboard occupants.

- **Justification**: This estimate was made by using state data from 2010 to 2025 to show the trend. No survey data was collected in 2020 due to COVID-19 restrictions.

The graph below accurately depicts the trend based on all data available.



	Program Area	Florida Specific Measures		FY 2027–2029
F1	N/A	Serious Injury Rate per 100 Vehicle Miles Traveled (100M VMT)	Target	0
			Final	
		Target met or exceeded		
F2	N/A	Number of Mon-Motorized Fatalities and Serious Injuries	Target	0
			Final	
		Target met or exceeded		
F3	Occupant Protection and Child Passenger Safety	Observed Safety Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Target	100%
			Final	
		Target met or exceeded		
F4	Community Traffic Safety Outreach	Number of CTST Outreach Events Conducted	Target	100
			Final	
		Target met or exceeded		
F5	Distracted Driving	Number of Distracted Driving Fatalities	Target	0
			Final	
		Target met or exceeded		
F6	Impaired Driving	Number of Impaired Driving Citations Issued, and Arrests Made during Grant Funded Enforcement Activities	Target	1,000
			Final	
		Target met or exceeded		
F7	Occupant Protection and Child Passenger Safety	Number of Seat Belt Citations Issued during Grant-Funded Enforcement Activities	Target	1,000
			Final	
		Target met or exceeded		
F8	Occupant Protection and Child Passenger Safety	Number of Police Reported Unattended Passenger Incidents	Target	0
			Final	
		Target met or exceeded		
	Paid Media	Distracted Driving	Target	25,000,000
			Final	
		Target met or exceeded		
		Impaired Driving	Target	100,000,000
			Final	
		Target met or exceeded		
		Motorcycle Safety	Target	35,000,000
			Final	

Program Area		Florida Specific Measures		FY 2027–2029
		Target met or exceeded		
		Occupant Protection	Target	50,000,000
			Final	
		Target met or exceeded		
		Pedestrian and Bicycle Safety	Target	25,000,000
			Final	
		Target met or exceeded		
		Speeding and Aggressive Driving	Target	25,000,000
			Final	
		Target met or exceeded		
		Work Zone Safety	Target	25,000,000
			Final	
		Target met or exceeded		
F10	Planning and Administration	Number of Traffic Safety Subgrants Executed	Target	250
			Final	
		Target met or exceeded		
F11	Police Traffic Services—LEL	Percent Of Law Enforcement Agencies Participating In The Florida Liaison Traffic Safety Challenge	Target	100%
			Final	
		Target met or exceeded		
F12	Public Traffic Safety Professionals Training	Number Of Persons Who Received Traffic Safety Professionals Training	Target	2,000
			Final	
		Target met or exceeded		
F13	Speeding and Aggressive Driving	Number of Speeding Citations Issued, and Arrests Made during Grant Funded Enforcement Activities	Target	0
			Final	
		Target met or exceeded		
F14	Traffic Records	Number of Crashes Submitted within 10 Days to the State	Target	≥80%
			Final	
		Target met or exceeded		
F15	Work Zone Safety	Number of Fatalities in Work Zones	Target	0
			Final	
		Target met or exceeded		

COUNTERMEASURE STRATEGIES FOR PROGRAMMING FUNDS

COUNTERMEASURE STRATEGIES FOR PROGRAMMING FUNDS

Based on data analysis, public engagement, and discussions with key partners and stakeholder groups, the resultant Florida HSPs, which are separated into categories listed below, are the foundation of Florida's FY 2027–2029 3HSP and focus on countermeasures that have been proven to be effective in reducing traffic fatalities and serious injuries.

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



EVIDENCE-BASED ENFORCEMENT PLAN

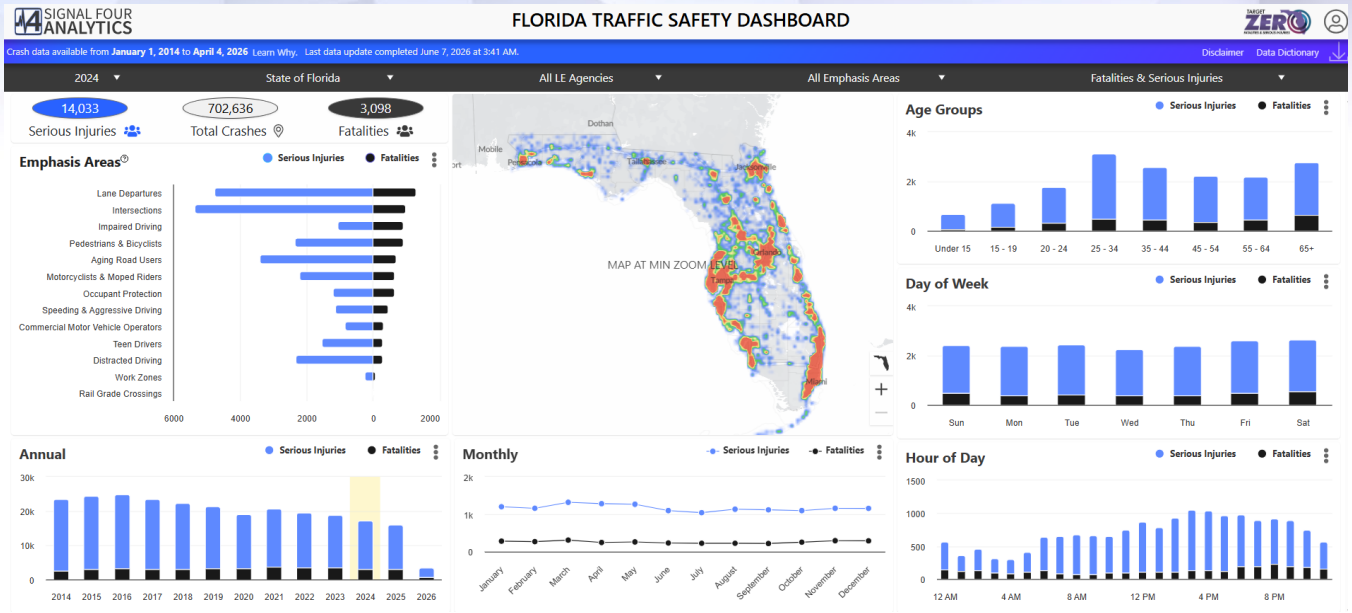
The State of Florida uses a comprehensive, evidence-based enforcement plan that encompasses all traffic safety program areas in Florida's 3HSP. Selection of enforcement activity locations is based upon data that identifies high-risk areas with the greatest number of crashes, serious injuries, fatalities, 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 LEL program, the state's eight LELs work with local, county, and state law enforcement agencies to encourage participation in state mobilizations and the three required NHTSA traffic safety national mobilizations and campaigns. Law enforcement agencies are encouraged to conduct routine enforcement patrols to address particular program areas, as well as HVE 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 combine serious injury and fatality data in county- and city-level matrices. Based upon five years of data (2020-2024), 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 Hillsborough indicates it has the highest number of serious injuries and fatalities in speed or aggressive driving related crashes among the 23 counties in Group I. 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.

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

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



HIGH-VISIBILITY ENFORCEMENT AND NATIONAL MOBILIZATION SUPPORT

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

The Traffic Safety 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 multifaceted approach to create safer communities.

During the Traffic Safety Challenge, the participating law enforcement agencies are encouraged to increase the intensity of their enforcement efforts, upgrade traffic safety policies, educate personnel, participate in the three NHTSA traffic safety national enforcement waves (2 *Drive Sober or Get Pulled Over* and 1 *Click It or Ticket*), report activities to the LEL program, recognize outstanding officers, and enhance enforcement activities. This challenge is designed to recognize the top traffic safety initiatives that promote safe driving in Florida communities.

Research shows that an increase in a community's traffic enforcement results in decreased motor vehicle crashes, injuries, and fatalities. In fact, no other program or strategy works as well as HVE 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 also is provided for national mobilization support and is used to purchase educational materials that will be used by law enforcement agencies for public outreach.



MEDIA SUPPORT

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

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

- **Alert Today, Alive Tomorrow —** Increases awareness of and compliance with pedestrian and bicycle laws.
- **Drink + Ride = Lose —** Reminds motorcyclists of the risks, as well as physical, legal, and monetary costs associated with riding impaired.
- **Put It Down —** Educates motorists to not drive distracted.
- **Railroad Safety —** Alerts motorists to look for trains at railroad crossings.
- **Ride Smart —** Encourages motorcyclists to not drink and ride, make themselves more visible, always wear a helmet, ride within personal and legal limits, train regularly, and obtain a motorcycle endorsement on their license.
- **Share the Road —** Reminds motorists to look for and share the road with motorcyclists.

- **Stop Speeding Before It Stops You —** Prompts motorists to slow down and not exceed speed limits.
- **Work Zone Safety —** Advises motorists to drive safely in active work zones.

National traffic safety HVE and public awareness campaigns supported by the paid media include:

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





COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

AGING ROAD USERS

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES



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

The goal of Florida's Aging Road User Program is to improve the safety, access, and mobility of the state's aged 65+ population by reducing their fatalities and serious injuries, while maintaining a safe connection to the community. The program seeks to help older adults maintain their mobility independence beyond driving. 3HSP projects address aging road user safety from several angles and will enlist local agencies to address this important issue in their specific geographic areas.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Enforce traffic laws by providing law enforcement with appropriate tools and resources. Educate and influence the public on their traffic safety responsibilities and their role in preventing crashes.
- Increase the skills and expertise of transportation officials, enforcement, emergency response, and other traffic safety professionals. Improve emergency response and give emergency responders the tools and training needed to effectively manage crashes and save lives.
- Use the Highway Safety Improvement Program (HSIP), Triennial Highway Safety Plan (3HSP), Safe Routes to School (SRTS), state funds, and traffic safety coalitions to implement SHSP priorities.
- Seek input from partners and communities to ensure successful implementation of proposed solutions.

- Collaborate with Florida's state, regional, and local partners and stakeholders, including MPOs and Traffic Safety Coalitions, to better engage with Florida's communities and more effectively manage safety investments.
- Build strong relationships with Florida's communities to ensure community visions, transportation solutions, and land use decisions are aligned.
- Provide training and tools to prosecutors, judges, and court systems to improve the prosecution and adjudication of traffic safety-related cases.
- Work with Florida's legislators and policymakers to develop legislation and build a legal framework that enhances safety.
- Inform local, regional, and state decision makers of safety challenges and solutions.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

Drivers aged 65+ are overrepresented in related fatalities, based on the Highway Safety Matrix. The FDOT State Safety Office has selected projects within the top 40 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero fatalities.

NHTSA COUNTERMEASURE AND JUSTIFICATION

Although no countermeasures rated 3 stars or higher have been selected, countermeasures rated less than 3 stars have been included to work in combination with non 3HSP activities already being performed in Florida. These countermeasures allow us to more efficiently and effectively distribute information to the affected populations. These lower rated countermeasures are as follows:

- Older Drivers Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  General Communications and Education: CTW Unproven
- Older Drivers Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Formal Courses for Older Drivers: (Classroom Only): CTW Unproven

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2027–2029.
- Florida's target for serious injuries is zero in FY 2027–2029.

ESTIMATED 3-YEAR FEDERAL FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$2,000,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, type of subrecipient, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

COMMUNITY TRAFFIC SAFETY OUTREACH

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

Florida's Community Traffic Safety Outreach Program includes CTSTs working throughout the state that focus on local projects to reduce crashes, serious injuries, and fatalities. By working together with interested citizens and other traffic safety advocates within their communities, the CTSTs help to solve local traffic safety problems and promote public awareness of traffic safety best practices through campaigns that educate drivers, motorcyclists, pedestrians, and bicyclists about the rules of the road.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Enforce traffic laws by providing law enforcement with appropriate tools and resources.
- Use the Highway Safety Improvement Program (HSIP), Triennial Highway Safety Plan (3HSP), Safe Routes to School (SRTS), state funds, and traffic safety coalitions to implement SHSP priorities.
- Improve safety data collection, integration, and access.
- Collaborate with Florida's state, regional, and local partners and stakeholders, including MPOs and Traffic Safety Coalitions, to better engage with Florida's communities and more effectively manage safety investments.
- Develop, test, and deploy automated vehicle (AV) technologies and advanced technology to reduce the risks of human error, optimize transportation systems, being more relevant data sources together, predict future crash patterns, and evaluate the effectiveness of safety measures.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 40 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero fatalities. This strategy is intended to decrease the number of fatalities and serious injuries through education and awareness.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
  Communication Strategies for Low-Belt-Use Groups as Part of HVE: CTW 4 Star Citation

- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
  Programs for Older Children: CTW 3 Star Citation

- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
  Child Restraint Inspection Stations: CTW 3 Star Citation

- Pedestrian Safety Countermeasures: Other Strategies for Behavior Change
  Elementary-Age Child Pedestrian Training: CTW 3 Star Citation

- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Promote Bicycle Helmet Use with Education: CTW 3 Star Citation

In addition to the countermeasures listed above, which are rated 3 or more stars and have been selected for their proven effectiveness in reducing crashes, countermeasures rated less than 3 stars have been included to work in combination with these higher rated countermeasures. These countermeasures allow us to more efficiently and effectively distribute information to the affected populations. These lower rated countermeasures are as follows:

- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Bicycle Safety Education for Children: CTW 2 Star Citation

- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Cycling Skills Clinics, Bike Fairs, Bike Rodeos: CTW 1 Star Citation

- Older Drivers Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  General Communications and Education: CTW Unproven

- Distracted Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Communications on Outreach and Distracted Driving: CTW Unproven

- Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
  Mass-Media Campaigns: CTW 2 Star Citation

- Alcohol-Impaired-Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Youth Programs: CTW Unproven

- Drug-Impaired-Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Education Regarding Medications: CTW 1 Star Citation

- Motorcycle Safety Countermeasures: Other Strategies for Behavior Change
  Strategies to Increase Rider Conspicuity and Use of Protective Clothing: CTW 1 Star Citation
- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Motorcycle Helmet Use Promotion Programs: CTW Unproven
- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists: CTW Unproven
- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Communication Campaigns to Increase Motorist Awareness of Motorcyclists: CTW Unproven
- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
  Programs for Increasing Child Restraint and Booster Seat Use: CTW 2 Star Citation
- Pedestrian Safety Countermeasures: Other Strategies for Behavior Change
  Conspicuity Enhancement: CTW 2 Star Citation
- Pedestrian Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Communications and Outreach Addressing Impaired Pedestrians: CTW Unproven
- Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Bicycle Safety Education for Adult Cyclists: CTW Unproven
- Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Share the Road Awareness Campaigns: CTW Unproven
- Young Driver Countermeasures: Other Strategies for Behavior Change
  Programs to Assist Parents/Guardians of Young Drivers: CTW 2 Star Citation
- Young Driver Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Pre-Licensure Driver Education: CTW Unproven

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2027–2029.
- Florida's target for serious injuries is zero in FY 2027–2029.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$5,500,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

DISTRACTED DRIVING

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

At 55 miles per hour (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 distractions: 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 distracting.

Distracted driving poses a unique risk to Vulnerable Road Users. In many pedestrian and bicycle crashes, drivers report that they just "didn't see" the person that they struck. Encouraging drivers to keep their focus on the road will help ensure that vehicles can safely more share the roadways with everyone.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Invest in technology to improve crash response time and crash management while protecting first responders on the roadside.
- Provide training and tools to prosecutors, judges, and court systems to improve the prosecution and adjudication of traffic safety-related cases.
- Inform local, regional, and state decision makers of safety challenges and solutions.
- Enforce traffic laws by providing law enforcement with appropriate tools and resources.
- Educate and influence the public on their traffic safety responsibilities and their role in preventing crashes.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 40 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero fatalities. This strategy is intended to decrease the number of fatalities and serious injuries through education and awareness and enhanced enforcement activities.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Distracted Driving Countermeasures: Enforcement
  High-Visibility Cell Phone Enforcement: CTW 4 Star Citation

In addition to the countermeasure listed above, which is rated 4 stars and has been selected for its proven effectiveness in reducing crashes, countermeasures rated less than 3 stars have been included to work in combination with this higher rated countermeasure. These countermeasures allow us to more efficiently and effectively distribute information to the affected populations. These lower rated countermeasures are as follows:

- Distracted Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Communications on Outreach and Distracted Driving: CTW Unproven

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of distracted driver involved fatal crashes is zero in FY 2027–2029.
- Florida's target for distracted driver involved serious injuries is zero in FY 2027–2029.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$3,700,000

STRATEGY TO PROJECT CONSIDERATIONS

- Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

IMPAIRED DRIVING

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

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

The problem is complicated by the growing number of impaired driving incidents involving 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 21–34 continue to disproportionately lead in the number of serious injuries and fatalities in Florida.

It is also worth noting that impaired driving in areas with substantial traffic of Vulnerable Road Users can raise the risk for this population specifically. Countermeasure strategies to reduce impaired driving can help protect people walking and biking as well.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Enforce traffic laws by providing law enforcement with appropriate tools and resources.
- Educate and influence the public on their traffic safety responsibilities and their role in preventing crashes.
- Increase the skills and expertise of transportation officials, enforcement, emergency response, and other traffic safety professionals.
- Improve emergency response and give emergency responders the tools and training needed to effectively manage crashes and save lives.
- Seek input from partners and communities to ensure successful implementation of proposed solutions.
- Provide training and tools to prosecutors, judges, and court systems to improve the prosecution and adjudication of traffic safety-related cases.
- Work with Florida's legislators and policymakers to develop legislation and build a legal framework that enhances safety.

- Inform local, regional, and state decision makers of safety challenges and solutions.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

Fatalities in crashes involving impaired drivers represent one third of all total motor vehicle fatalities. The FDOT State Safety Office has selected projects within the top 40 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero fatalities.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Alcohol-Impaired-Driving Countermeasures: Enforcement
  Publicized Sobriety Checkpoints: CTW 5 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Enforcement
  High-Visibility Saturation Patrols: CTW 4 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Enforcement
  Alcohol Measurement Devices: CTW 4 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Enforcement
  Integrated Enforcement: CTW 3 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Enforcement
  Zero-Tolerance Law Enforcement: CTW 3 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
  Alcohol Screening and Brief Intervention: CTW 5 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
  DWI Offender Monitoring: CTW 4 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
  DWI Courts: CTW 4 Star Citation
- Drug-Impaired-Driving Countermeasures: Enforcement
  Enforcement of Drug-Impaired Driving: CTW 3 Star Citation

In addition to the countermeasures listed above, which are rated 3 or more stars and have been selected for their proven effectiveness in reducing crashes, countermeasures rated less than 3 stars have been included to work in combination with these higher rates. These countermeasures allow us to more efficiently and effectively distribute information to the affected populations. The inclusion of these countermeasure

strategies is also consistent with feedback obtained from NHTSA in their most recent assessment of the Impaired Driving Program. These lower rated countermeasures are as follows:

- Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
  Mass-Media Campaigns: CTW 2 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
  Court Monitoring: CTW 2 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Youth Programs: CTW Unproven
- Drug-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
  Education Regarding Medications: CTW 1 Star Citation

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of impaired driver-involved fatal crashes is zero in FY 2027–2029.
- Florida's target for impaired driver-involved serious injuries is zero in FY 2027–2029.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$1,000,000
NHTSA 405(d) Funds	$12,000,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

MOTORCYCLE SAFETY

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

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

Florida has more than 1.4 million drivers with motorcycle endorsements and approximately 672,000 registered motorcycles. Motorcycles and motor scooters represented about three percent of registered motor vehicles, and less than one percent of traffic on Florida's roadways, yet represents an average of 19 percent of Florida's annual traffic fatalities.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Implement engineering solutions systematically based on location, roadway characteristics, and crash data.
- Invest in statewide initiatives to proactively apply infrastructure solutions and proven countermeasures.
- Embrace new modes of travel and transportation options by investing in related infrastructure.
- Educate and influence the public on their traffic safety responsibilities and their role in preventing crashes.
- Improve emergency response and give emergency responders the tools and training needed to effectively manage crashes and save lives.
- Invest in technology to improve crash response time and crash management while protecting first responders on the roadside.
- Collaborate with Florida's state, regional, and local partners and stakeholders, including MPOs and Traffic Safety Coalitions, to better engage with Florida's communities and more effectively manage safety investments.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

Motorcyclists are overrepresented in serious injuries and fatalities. The FDOT State Safety Office has selected projects within the top 40 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero fatalities.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Motorcycle Safety Countermeasures: Enforcement
  Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions: CTW 3 Star Citation

In addition to the countermeasure listed above, which is rated 3 stars and has been selected for its proven effectiveness in reducing crashes, countermeasures rated less than 3 stars have been included to work in combination with this higher rated countermeasure. These countermeasures allow us to more efficiently and effectively distribute information to the affected populations. These lower rated countermeasures are as follows:

- Motorcycle Safety Countermeasures: Other Strategies for Behavior Change
  Motorcycle Rider Training: CTW 2 Star Citation

- Motorcycle Safety Countermeasures: Other Strategies for Behavior Change
  Strategies to Increase Rider Conspicuity and Use of Protective Clothing: CTW 1 Star Citation

- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Motorcycle Helmet Use Promotion Programs: CTW Unproven

- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists: CTW Unproven

- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Communication Campaigns to Increase Motorist Awareness of Motorcyclists: CTW Unproven

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of motorcyclists involved in fatal crashes is zero in FY 2027–2029.
- Florida's target for motorcyclist involved serious injuries is zero in FY 2027–2029.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$8,500,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.



COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

OCCUPANT PROTECTION AND CHILD PASSENGER SAFETY

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

According to NHTSA, in 2024, there were 10,402 unrestrained and improperly restrained passenger vehicle occupants killed in crashes in the United States. Among young adults 18 to 34 killed while riding in passenger vehicles in 2024, more than half (59 percent) were completely unrestrained.

Safety belts and age-appropriate child safety seats, when used properly, keep vehicle occupants in their seats during a crash and spread the crash forces across the stronger parts of the body, which helps to prevent fatalities and serious injuries.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Enforce traffic laws by providing law enforcement with appropriate tools and resources.
- Educate and influence the public on their traffic safety responsibilities and their role in preventing crashes.
- Improve emergency response and give emergency responders the tools and training needed to effectively manage crashes and save lives.
- Use the Highway Safety Improvement Program (HSIP), Safe Routes to School (SRTS), state funds, and traffic safety coalitions to implement SHSP priorities.
- Collaborate with Florida's state, regional, and local partners and stakeholders, including MPOs and Traffic Safety Coalitions, to better engage with Florida's communities and more effectively manage safety investments.
- Provide training and tools to prosecutors, judges, and court systems to improve the prosecution and adjudication of traffic safety-related cases.
- Inform local, regional, and state decision makers of safety challenges and solutions.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 40 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero fatalities. This strategy is intended to decrease unattended passenger and unrestrained passenger vehicle occupant fatalities and serious injuries in all seating positions.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Seat Belts and Child Restraint Countermeasures: Enforcement
  Short-Term, High-Visibility Seat Belt Law Enforcement: CTW 5 Star Citation
- Seat Belts and Child Restraint Countermeasures: Enforcement
  Short-Term, High-Visibility Child Passenger Safety Law Enforcement: CTW 5 Star Citation
- Seat Belts and Child Restraint Countermeasures: Enforcement
  Nighttime Visibility Seat Belt Enforcement: CTW 4 Star Citation
- Seat Belts and Child Restraint Countermeasures: Enforcement
  Sustained Seat Belt Enforcement: CTW 3 Star Citation
- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
  Communication Strategies for Low-Belt-Use Groups as part of HVE: CTW 4 Star Citation
- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
  Programs for Older Children: CTW 3 Star Citation
- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
  Child Restraint Inspection Stations: CTW 3 Star Citation

In addition to the countermeasures listed above, which are rated 3 or more stars and have been selected for their proven effectiveness in reducing crashes, a countermeasure rated less than 3 stars has been included to work in combination with these higher rated countermeasures. These countermeasures allow us to more efficiently and effectively distribute information to the affected populations. The lower rated countermeasure is as follows:

- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
  Programs for Increasing Child Restraint and Booster Seat Use: CTW 2 Star Citation

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

Florida's target for the number of unrestrained passengers in fatal crashes is zero in FY 2027–2029.

Florida's target for the number of unrestrained passengers in serious injury crashes is zero in FY 2027–2029.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$10,500,000
NHTSA 405(b) Funds	$1,500,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.



COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

PAID MEDIA

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

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

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Educate and influence the public on their traffic safety responsibilities and their role in preventing crashes.
- Use the Highway Safety Improvement Program (HSIP), Triennial Highway Safety Plan (3HSP), Safe Routes to School (SRTS), state funds, and traffic safety coalitions to implement SHSP priorities.
- Seek input from partners and communities to ensure successful implementation of proposed solutions.
- Collaborate with Florida's state, regional, and local partners and stakeholders, including MPOs and Traffic Safety Coalitions, to better engage with Florida's communities and more effectively manage safety investments.
- Build strong relationships with Florida's communities to ensure community visions, transportation solutions, and land use decisions are aligned.
- Provide training and tools to prosecutors, judges, and court systems to improve the prosecution and adjudication of traffic safety-related cases.
- Work with Florida's legislators and policymakers to develop legislation and build a legal framework that enhances safety.
- Inform local, regional, and state decision makers of safety challenges and solutions.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 40 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero fatalities. Paid media advertising can be a powerful tool when used in conjunction with other known effective countermeasures.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
  Communication Strategies for Low-Belt-Use Groups as Part of HVE: CTW 4 Star Citation

- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Promote Bicycle Helmet Use with Education: CTW 3 Star Citation

In addition to the countermeasures listed above, which are rated 3 or more stars and have been selected for their proven effectiveness in reducing crashes, countermeasures rated less than 3 stars have been included to work in combination with these higher rated countermeasures. These countermeasures allow us to more efficiently and effectively distribute information to the affected population. These lower rated countermeasures are as follows:

- Older Drivers Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  General Communications and Education: CTW Unproven

- Distracted Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Communications on Outreach and Distracted Driving: CTW Unproven

- Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
  Mass-Media Campaigns: CTW 2 Star Citation

- Drug-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
  Education Regarding Medications: CTW 1 Star Citation

- Motorcycle Safety Countermeasures: Other Strategies for Behavior Change
  Strategies to Increase Rider Conspicuity and Use of Protective Clothing: CTW 1 Star Citation

- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Motorcycle Helmet Use Promotion Programs: CTW Unproven

- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists: CTW Unproven

- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Communication Campaigns to Increase Motorist Awareness of Motorcyclists: CTW Unproven
- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
  Programs for Increasing Child Restraint and Booster Seat Use: CTW 2 Star Citation
- Pedestrian Safety Countermeasures: Other Strategies for Behavior Change
  Conspicuity Enhancement: CTW 2 Star Citation
- Pedestrian Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Communications and Outreach Addressing Impaired Pedestrians: CTW Unproven
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Bicycle Safety Education for Children: CTW 2 Star Citation
- Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Bicycle Safety Education for Adult Cyclists: CTW Unproven
- Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Share the Road Awareness Campaigns: CTW Unproven

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2027–2029.
- Florida's target for serious injuries is zero in FY 2027–2029.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$9,000,000
NHTSA 405(b) Funds	$6,000,000
NHTSA 405(d) Funds	$18,000,000
NHTSA 405(f) Funds	$1,000,000
NHTSA 405(g) Funds	$5,000,000
NHTSA 405(h) Funds	$1,000,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

PEDESTRIAN AND BICYCLE SAFETY

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES



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

Approximately 50 percent of traffic crashes resulting in pedestrian and bicyclist fatalities occur during dark or dusk hours. Another major factor in these crashes is failure to yield the right-of-way on the part of motorists, pedestrians, and bicyclists. Other contributing factors include driver speed, impairment, and distractions. Pedestrians often cross outside of crosswalks or fail to obey the pedestrian signal. Bicyclists sometimes ride against traffic or fail to use proper protective gear when riding. In fact, more than 40 percent of bicyclist fatalities are related to traumatic brain injury involving a cyclist who was not wearing a helmet, or who wore a helmet improperly.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Implement engineering solutions systematically based on location, roadway characteristics, and crash data.
- Invest in statewide initiatives to proactively apply infrastructure solutions and proven countermeasures.
- Embrace new modes of travel and transportation options by investing in related infrastructure.
- Educate and influence the public on their traffic safety responsibilities and their role in preventing crashes.
- Increase the skills and expertise of transportation officials, enforcement, emergency response, and other traffic safety professionals.

- Use the Highway Safety Improvement Program (HSIP), Triennial Highway Safety Plan (3HSP), Safe Routes to School (SRTS), state funds, and traffic safety coalitions to implement SHSP priorities.
- Use advanced data analyses to inform decision making.
- Set and monitor performance metrics.
- Seek input from partners and communities to ensure successful implementation of proposed solutions.
- Improve safety data collection, integration, and access.
- Collaborate with Florida's state, regional, and local partners and stakeholders, including MPOs and Traffic Safety Coalitions, to better engage with Florida's communities and more effectively manage safety investments.
- Build strong relationships with Florida's communities to ensure community visions, transportation solutions, and land use decisions are aligned.
- Provide training and tools to prosecutors, judges, and court systems to improve the prosecution and adjudication of traffic safety-related cases.
- Work with Florida's legislators and policymakers to develop legislation and build a legal framework that enhances safety.
- Inform local, regional, and state decision makers of safety challenges and solutions.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 40 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero fatalities. This strategy is intended to decrease bicyclist and pedestrian fatalities and serious injuries.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Pedestrian Safety Countermeasures: Enforcement
  High-Visibility Enforcement at Pedestrian Crossings: CTW 3 Star Citation
- Pedestrian Safety Countermeasures: Other Strategies for Behavior Change
  Elementary-Age Child Pedestrian Training: CTW 3 Star Citation
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Promote Bicycle Helmet Use with Education: CTW 3 Star Citation

In addition to the countermeasures listed above, which are rated 3 or more stars and have been selected for their proven effectiveness in reducing crashes, countermeasures rated less than 3 stars have been

included to work in combination with these higher rated countermeasures. These countermeasures allow us to more efficiently and effectively distribute information to the affected populations. The inclusion of these countermeasure strategies is also consistent with feedback obtained from NHTSA in their most recent report assessment of the Pedestrian and Bicyclist Safety Program. These lower rated countermeasures are as follows:

- Pedestrian Safety Countermeasures: Other Strategies for Behavior Change
  Conspicuity Enhancement: CTW 2 Star Citation
- Pedestrian Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Communications and Outreach Addressing Impaired Pedestrians: CTW Unproven
- Pedestrian Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  University Educational Campaigns: CTW Unproven
- Pedestrian Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Children's Safety Clubs: CTW Unproven
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Bicycle Safety Education for Children: CTW 2 Star Citation
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
  Cycling Skills Clinics, Bike Fairs, Bike Rodeos: CTW 1 Star Citation
- Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Bicycle Safety Education for Adult Cyclists: CTW Unproven
- Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Share the Road Awareness Campaigns: CTW Unproven

It is also worth noting that many of the other countermeasure strategies in this plan that aim to curb dangerous driving will also reduce risk for pedestrians and bicyclists.

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2027–2029.
- Florida's target for serious injuries is zero in FY 2027–2029.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$4,500,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

POLICE TRAFFIC SERVICES — LEL

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

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

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

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Enforce traffic laws by providing law enforcement with appropriate tools and resources.
- Increase the skills and expertise of transportation officials, enforcement, emergency response, and other traffic safety professionals.
- Improve emergency response and give emergency responders the tools and training needed to effectively manage crashes and save lives.
- Seek input from partners and communities to ensure successful implementation of proposed solutions.
- Improve safety data collection, integration, and access.
- Invest in technology to improve crash response time and crash management while protecting first responders on the roadside.
- Inform local, regional, and state decision makers of safety challenges and solutions.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 40 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero fatalities. This strategy is intended to reduce traffic-related fatalities and serious injuries by working with law enforcement agencies across the state to increase safety belt use, reduce impaired driving, and encourage the implementation of other traffic safety initiatives.

NHTSA COUNTERMEASURE AND JUSTIFICATION

While the NHTSA CTW guide does not explicitly address LEL Programs, NHTSA's Enforcement and Justice Services work to reduce fatalities and injuries by providing education, guidance, and toolkits for improving driver behavior and attitude. The Florida LEL Program mirrors the NHTSA model by providing a dedicated outlet for advice, resources, and educational opportunities to Florida's over 350 law enforcement agencies. In addition, the Florida LEL program seeks to acknowledge the professional behaviors and attitudes of our traffic safety professionals and strives to maintain enforcement efforts by acknowledging outstanding enforcement efforts in a social climate that can be challenging for law enforcement.

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2027–2029.
- Florida's target for serious injuries is zero in FY 2027–2029.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$4,000,000
NHTSA 405(b) Funds	$300,000
NHTSA 405(d) Funds	$300,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

PREVENTING ROADSIDE DEATHS

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES



Florida is proposing many new media and enforcement projects in this HSP that will contribute toward its overall target of zero fatalities by addressing roadside crashes. These efforts will center around raising driver awareness of safety laws, such as the Move Over law, increasing law enforcement presence to deter risky driving behavior, particularly in work zones, and providing training to first responders to improve the efficiency of emergency responses to crashes and incidents.

According to the AAA Foundation for Traffic Safety, roadside assistance providers are struck and killed nearly four times more than reported and are often recorded as pedestrians. FLHSMV's Move Over Crash and Citation Dashboard indicates there were 213 crashes and more than 17,000 citations issued for motorists failing to move over in Florida in 2025. Since 2015, there have been 8 total fatalities, 165 serious injuries, and 2,195 crashes attributed to drivers failing to move over on Florida's roadways. Florida law requires drivers to move over for stopped or disabled vehicles on the roadside, such as stopped law enforcement, emergency, sanitation, utility service vehicles, tow trucks or wreckers, maintenance or construction vehicles with displaying warning lights, and any disabled vehicle on the side of the road. If unable to move over a lane, drivers must slow to a speed that is 20 mph less than the posted speed limit.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Increase the skills and expertise of transportation officials, enforcement, emergency response, and other traffic safety professionals.
- Improve emergency response and give emergency responders the tools and training needed to effectively manage crashes and save lives.
- Invest in technology to improve crash response time and crash management while protecting first responders on the roadside.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 40 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero fatalities. This strategy is intended to reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements. Paid media advertising can be a powerful tool when used in conjunction with other known effective countermeasures.

NHTSA COUNTERMEASURE AND JUSTIFICATION

While NHTSA CTW does not specifically mention preventing roadside fatalities, NHTSA and traffic partners such as FDOT's Road Rangers, FLHSMV, and AAA recognize how interrelated efforts to prevent roadside fatalities are to efforts to reduce speeding and distracted driving.

- Distracted Driving Countermeasures: Enforcement
  High-Visibility Cell Phone Enforcement: CTW 4 Star Citation

- Speeding and Speed Management Countermeasures: Enforcement
  High-Visibility Enforcement: CTW 4 Star Citation

In addition to the countermeasure listed above, which is rated 4 stars and has been selected for its proven effectiveness in reducing crashes, countermeasures rated less than 3 stars have been included to work in combination with this higher rated countermeasure. These countermeasures allow us to more efficiently and effectively distribute information to the affected populations. These lower rated countermeasures are as follows:

- Distracted Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Communications on Outreach and Distracted Driving: CTW Unproven

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2027–2029.

- Florida's target for serious injuries is zero in FY 2027–2029.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 405(h) Funds	$1,000,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

PUBLIC TRAFFIC SAFETY PROFESSIONALS TRAINING

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

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

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Enforce traffic laws by providing law enforcement with appropriate tools and resources.
- Increase the skills and expertise of transportation officials, enforcement, emergency response, and other traffic safety professionals.
- Improve emergency response and give emergency responders the tools and training needed to effectively manage crashes and save lives.
- Use the Highway Safety Improvement Program (HSIP), Triennial Highway Safety Plan (3HSP), Safe Routes to School (SRTS), state funds, and traffic safety coalitions to implement SHSP priorities.
- Use advanced data analyses to inform decision making.
- Seek input from partners and communities to ensure successful implementation of proposed solutions.
- Improve safety data collection, integration, and access.
- Invest in technology to improve crash response time and crash management while protecting first responders on the roadside.
- Collaborate with Florida's state, regional, and local partners and stakeholders, including MPOs and Traffic Safety Coalitions, to better engage with Florida's communities and more effectively manage safety investments.

- Build strong relationships with Florida's communities to ensure community visions, transportation solutions, and land use decisions are aligned.
- Provide training and tools to prosecutors, judges, and court systems to improve the prosecution and adjudication of traffic safety-related cases.
- Work with Florida's legislators and policymakers to develop legislation and build a legal framework that enhances safety.
- Inform local, regional, and state decision makers of safety challenges and solutions.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 40 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero fatalities. This strategy is intended to provide current and appropriate training for Florida's traffic safety professionals helps to ensure Florida's traffic safety laws are enforced and penalties are adjudicated with optimal efficacy.

NHTSA COUNTERMEASURE AND JUSTIFICATION

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

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2027–2029.
- Florida's target for serious injuries is zero in FY 2027–2029.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$4,800,000
NHTSA 405(d) Funds	$4,500,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

SPEEDING AND AGGRESSIVE DRIVING

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES



The chances of dying in a crash double for every 10 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 fatality in the event of a crash.

According to the National Safety Council, if a car travels 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 vehicle or object, the human collision when the people in the car hit the interior of the vehicle or another occupant, and the internal collision when organs in the body collide with the body's skeleton or other organs.

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

To combat this, local law enforcement must conduct sustained highly visible enforcement of speed limits and educate their communities about the safety implications of excessive speed and aggressive driving. To aid local enforcement agencies in these efforts, Florida's speed/aggressive driving projects provide agencies with resources for overtime enforcement. Enforcement may include the use of Radar, Visual Average Speed Computer And Recorder (VASCAR), Light Detection and Ranging (LiDAR), and other speed enforcement methods.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Enforce traffic laws by providing law enforcement with appropriate tools and resources.
- Educate and influence the public on their traffic safety responsibilities and their role in preventing crashes.
- Use the Highway Safety Improvement Program (HSIP), Triennial Highway Safety Plan (3HSP), Safe Routes to School (SRTS), state funds, and traffic safety coalitions to implement SHSP priorities.
- Provide training and tools to prosecutors, judges, and court systems to improve the prosecution and adjudication of traffic safety-related cases.
- Inform local, regional, and state decision makers of safety challenges and solutions.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 40 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero fatalities. This strategy is intended to provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Speeding and Speed Management Countermeasures: Enforcement
  High-Visibility Enforcement: CTW 4 Star Citation
- Speeding and Speed Management Countermeasures: Other Strategies for Behavior Change
  Dynamic Speed Display/Feedback Signs: CTW 5 Star Citation

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2027–2029.
- Florida's target for serious injuries is zero in FY 2027–2029.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$21,000,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

TEEN DRIVER SAFETY

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

As any parent knows, handing the car keys to their new young driver is a proud yet terrifying experience. Florida has over 900,000 registered teen drivers, aged 15 to 19. Teen drivers are involved in approximately 80,000 crashes resulting in over 300 fatalities and 1,700 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 finds that teens often engage in risky behaviors. In one-third of the fatalities and serious injuries involving teen drivers in crashes, safety belts were not worn. Teens are more likely to underestimate dangerous situations, speed, and allow shorter distances between vehicles.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Embrace new modes of travel and transportation options by investing in related infrastructure.
- Enforce traffic laws by providing law enforcement with appropriate tools and resources.
- Educate and influence the public on their traffic safety responsibilities and their role in preventing crashes.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 40 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero fatalities. Drivers 20 and younger are overrepresented in fatalities. NHTSA Countermeasure and Justification

Although no countermeasures rated 3 stars or higher have been selected, countermeasures rated less than 3 stars have been included to work in combination with this higher rated countermeasure and allow us to support existing Florida policies and programs related to driver education. These lower rated countermeasures are as follows:

- Young Driver Countermeasures: Enforcement
  Enforcement of GDL: CTW 2 Star Citation

- Young Driver Countermeasures: Other Strategies for Behavior Change
  Programs to Assist Parents/Guardians of Young Drivers: CTW 2 Star Citation
- Young Driver Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Pre-Licensure Driver Education: CTW Unproven
- Young Driver Countermeasures: Approaches That Are Unproven or Need Further Evaluation
  Advanced Driver Training Course: CTW Unproven

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of teen driver involved fatal crashes is zero in FY 2027–2029.
- Florida's target for the number of teen driver involved serious injuries is zero in FY 2027–2029.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$7,500,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.



COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

TRAFFIC RECORDS

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

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

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

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Use advanced data analyses to inform decision making.
- Set and monitor performance metrics.
- Improve safety data collection, integration, and access.
- Develop, test, and deploy automated vehicle (AV) technologies and advanced technologies to reduce the risks of human error, optimize transportation systems, bring more relevant data sources together, predict future crash patterns, and evaluate the effectiveness of safety measures.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 40 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero fatalities. This strategy is intended to support the state's traffic records goals for coordination, data quality, integration, accessibility, and utilization along with cost effectiveness.

NHTSA COUNTERMEASURE AND JUSTIFICATION

While the NHTSA CTW guide does not provide proven strategies for traffic data improvement, the FDOT State Safety Office has identified this strategy to improve accuracy, completeness, uniformity, timeliness, integration, and accessibility of Florida's traffic data and data systems.

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2027–2029.
- Florida's target for serious injuries is zero in FY 2027–2029.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$4,800,000
NHTSA 405(c) Funds	$9,000,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

WORK ZONE SAFETY

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

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 DOTs or utility companies to facilitate safe 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 less than five percent of serious injuries and fatalities, the safe and efficient flow of traffic through work zones is an ongoing priority for Florida's transportation and safety planners. A focus on work zone safety is critical because plans for investment in maintaining existing roads and bridges and building or expanding roadways to meet the growing capacity needs of the state's transportation system create more work zones across the state.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Implement engineering solutions systematically based on location, roadway characteristics, and crash data.
- Invest in statewide initiatives to proactively apply infrastructure solutions and proven countermeasures.
- Enforce traffic laws by providing law enforcement with appropriate tools and resources.
- Educate and influence the public on their traffic safety responsibilities and their role in preventing crashes.

- Increase the skills and expertise of transportation officials, enforcement, emergency response, and other traffic safety professionals.
- Improve emergency response and give emergency responders the tools and training needed to effectively manage crashes and save lives.
- Invest in technology to improve crash response time and crash management while protecting first responders on the roadside.
- Provide training and tools to prosecutors, judges, and court systems to improve the prosecution and adjudication of traffic safety-related cases.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 40 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero fatalities. This strategy is intended to reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Speeding and Speed Management Countermeasures: Enforcement
  High-Visibility Enforcement: CTW 4 Star Citation
- Speeding and Speed Management Countermeasures: Other Strategies for Behavior Change
  Dynamic Speed Display/Feedback Signs: CTW 5 Star Citation

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2027–2029.
- Florida's target for serious injuries is zero in FY 2027–2029.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$3,000,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

Performance Report

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. It is important to note that the FDOT forecast for outermost year can change as new state data is received and the forecast is recalculated.

	Universal Core Measures	Measure Type		FY22	FY23	FY24	FY25	FY26
UC-1	Number of Fatalities	5 Year Rolling Average	Target	0	0	0	0	0
			Final	3,396	3,444	3,428		
		FDOT Forecast	Upper	4,052	4,208	4,350	4,482	3,331
			Lower	2,868	2,683	2,520	2,369	3,015
		Final Within Forecast Range		Yes	Yes	Yes		
UC-2	Number of Serious Injuries	5 Year Rolling Average	Target	0	0	0	0	0
			Final	17,164	16,401	15,589		
		FDOT Forecast	Upper	17,274	17,177	16,988	16,785	14,803
			Lower	11,866	10,404	9,039	7,722	13,646
		Final Within Forecast Range		Yes	Yes	Yes		
UC-3	Fatalities per 100 Million Vehicle Miles Traveled (VMT)	5 Year Rolling Average	Target	0	0	0	0	0
			Final	1.54	1.54	1.52		
		FDOT Forecast	Upper	1.75	1.85	1.93	2.00	1.60
			Lower	1.15	1.03	0.93	0.84	1.07
		Final Within Forecast Range		Yes	Yes	Yes		

UC-4	Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Actual	Target	0	0	0	0	0
			Final	843	858	842		
		FDOT Forecast	Upper	1,126	1,180	1,263	1,340	820
			Lower	565	453	361	284	665
		Final Within Forecast Range		Yes	Yes	Yes		
UC-5	Number of Fatalities Involving Driver or Motorcycle Operator with a .08 BAC or Above	Actual	Target	0	0	0	0	0
			Final	517	513	473		
		FDOT Forecast	Upper	628	637	646	654	430
			Lower	477	464	453	444	316
		Final Within Forecast Range		Yes	Yes	Yes		
UC-6	Number of Speeding-Related Fatalities	Actual	Target	0	0	0	0	0
			Final	340	343	349		
		FDOT Forecast	Upper	480	488	493	497	356
			Lower	371	357	348	341	266
		Final Within Forecast Range		Yes	Yes	Yes		
UC-7	Number of Pedestrian Fatalities	Actual	Target	0	0	0	0	0
			Final	761	775	764		
		FDOT Forecast	Upper	1,013	1,048	1,085	1,123	767
			Lower	595	599	599	596	625
		Final Within Forecast Range		Yes	Yes	Yes		

	Strategic Core Measures	Measure Type		FY22	FY23	FY24	FY25	FY26
C1	Number of Bicyclist Fatalities	Actual	Target	0	0	0	0	0
			Final	180	195	203		
		FDOT Forecast	Upper	306	311	315	320	242
			Lower	117	111	106	102	181
		Final Within Forecast Range		Yes	Yes	Yes		
C2	Number of Motorcyclist Fatalities	Actual	Target	0	0	0	0	0
			Final	577	595	601		
		FDOT Forecast	Upper	780	793	806	821	263
			Lower	360	335	309	285	194
		Final Within Forecast Range		Yes	Yes	Yes		
C3	Number of Drivers Aged 20 or Younger Involved in Fatal Crashes	Actual	Target	0	0	0	0	0
			Final	322	328	322		
		FDOT Forecast	Upper	681	826	905	971	314
			Lower	306	210	113	45	239
		Final Within Forecast Range		Yes	Yes	Yes		
C4	Number of Drivers Aged 65 or Older Involved in Fatal Crashes	Actual	Target	0	0	0	0	0
			Final	730	750	710		
		FDOT Forecast	Upper					736
			Lower					598
		Final Within Forecast Range						

C5	Number of Roadside Fatalities (first responders, tow-truck drivers, roadway crew)	Actual	Target	0	0	0	0	0
			Final	0	0	1	0	
		FDOT Forecast	Upper					
			Lower					
		Final Within Forecast Range						

The following provides a progress report/comparison for the Florida specific performance measures and program areas of emphasis.

	Program Area	Florida Specific Measures		FY 2022	FY 2023	FY 2024	FY2025	FY2026
F1	N/A	Serious Injury Rate per 100 Million Vehicle Miles Traveled	Target	0	0	0	0	0
			Final	7.74	7.34	6.91		
		Target met or exceeded		No	No	No		
F2	N/A	Number of Non-Motorized Fatalities and Serious Injuries	Target	0	0	0	0	0
			Final	3,233	3,237	3,241		
		Target met or exceeded		No	No	No		
F3	Occupant Protection	Observed Safety Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Target	100%	100%	100%	100%	100%
			Final	88.3%	89.4%	90.0%	90.8%	
		Target met or exceeded		No	No	No	No	
F4	Community Traffic Safety Outreach	Number of CTST Outreach Events Conducted	Target					
			Final					
		Target met or exceeded						
F5	Distracted Driving	Number of Distracted Driving Fatalities	Target	0	0	0	0	0
			Final	281	297	277		
		Target met or exceeded		No	No	No		
F6	Impaired Driving	Number of Impaired Driving Citations Issued, and Arrests Made during Grant Funded Enforcement Activities	Target					
			Final					
		Target met or exceeded						

	Program Area	Florida Specific Measures		FY 2022	FY 2023	FY 2024	FY2025	FY2026
F7	Occupant Protection and Child Passenger Safety	Number of Seat Belt Citation Issued During Grant-Funded Enforcement Activities	Target					
			Final					
		Target met or exceeded						
F8	Occupant Protection and Child Passenger Safety	Number of Police Reported Unattended Passenger Incidents	Target					
			Final					
		Target Met or exceeded						
F9	Paid Media	Estimated number of impressions						
		Distracted Driving	Target					
			Final					
		Target met or exceeded						
		Impaired Driving	Target					
			Final					
		Target met or exceeded						
		Motorcycle Safety	Target					
			Final					
		Target meet or exceeded						
		Occupant Protection	Target					
			Final					
		Target met or exceeded						
		Pedestrian and Bicycle Safety	Target					
			Final					
		Target met or exceeded						
		Speeding and Aggressive Driving	Target					
			Final					
		Target met or exceeded						
		Work Zone Safety	Target					
			Final					
		Target met or exceeded						
F10	Planning and Administration	Number of Traffic Safety Subgrants Executed	Target					
			Final					
		Target met or exceeded						

	Program Area	Florida Specific Measures		FY 2022	FY 2023	FY 2024	FY2025	FY2026
F11	Police Traffic Services — LEL	Percent of Law Enforcement Agencies Participating in the Florida LEL Traffic Safety Challenge	Target					
			Final					
		Target met or exceeded						
F12	Public Traffic Safety Professionals Training	Number of Persons Who Received Traffic Safety Professional's Training	Target					
			Final					
		Target met or exceeded						
F13	Speeding and Aggressive Driving	Number of Speeding Citations Issued, and Arrests Made During Grant-Funded Enforcement Activates	Target					
			Final					
		Target Met or exceeded						
F14	Traffic Records	Number of Crashes Submitted within 10 Days to the State	Target					
			Final					
		Target met or exceeded						
F15	Work Zone Safety	Number of Fatalities in Work Zones	Target					
			Final					
		Target met or exceeded						

	Indicates new performance measure for 2027 – 2029 Federal Fiscal Year
	Indicates data is not currently available



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