



# FLORIDA ANNUAL GRANT APPLICATION

FEDERAL FISCAL YEAR 2025  
**Amendment 1**



Legend:

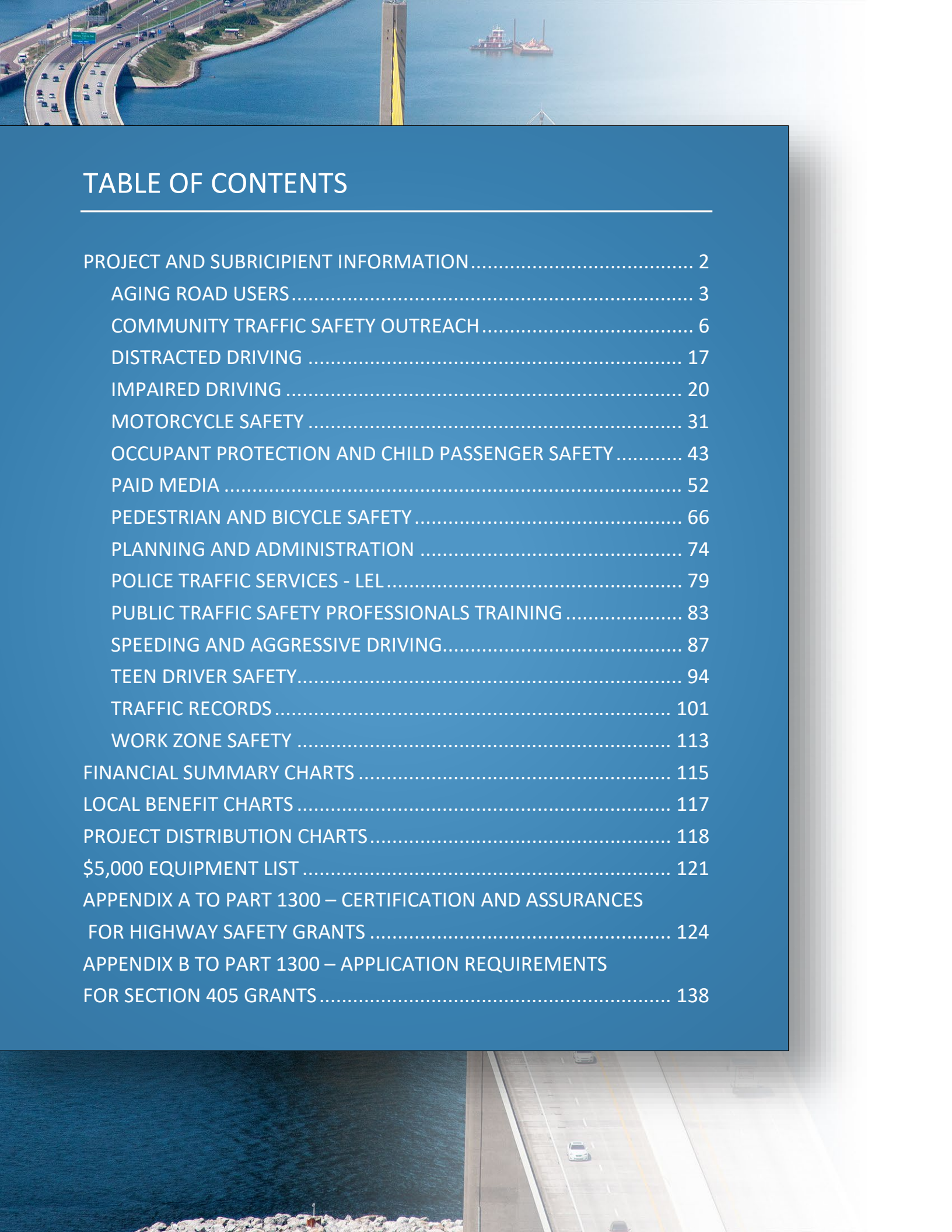
Amendment 1 Changes: Red



UPDATED – APRIL 2025







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# PROJECT AND SUBRECIPIENT INFORMATION

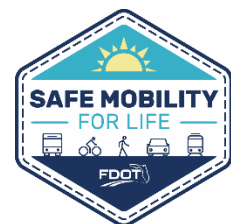
Florida's FY 2025 projects are segmented into program areas by the FDOT State Safety Office to assist with the analyzing, directing, and monitoring of the highway safety countermeasure activities through the traffic safety subgrant programs. The program area categories are:

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



# AGING ROAD USERS

<b>Project Name:</b>	Safe Mobility for Life Coalition
<b>Subrecipient:</b>	Florida State University - Pepper Institute on Aging and Public Policy
<b>Project Number:</b>	OD-2025-00040
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Community Traffic Safety Programs
<b>Countermeasure Strategy:</b>	Older Drivers Countermeasures: Approaches That Are Unproven or Need Further Evaluation General Communications and Education: CTW Unproven
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	Florida State University's Pepper Institute will assist Florida's Safe Mobility for Life Coalition with program management, coalition meeting support, and program evaluation. This project will also oversee the implementation of Florida's Aging Road User Strategic Safety Plan and oversee CarFit training and events statewide. CarFit is a national educational program created by the American Society on Aging in collaboration with the American Automobile Association (AAA), American Association of Retired Persons (AARP), and the American Occupational Therapy Association. CarFit offers older adults the opportunity to assess how well their personal vehicles "fit" them and provides information and materials about community-specific resources and activities that enhance driver safety and increase mobility.
<b>Federal Funds:</b>	\$400,000



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

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

**Project Number:** OD-2025-00290

**Federal Funding Source:** 402

**Local Benefit:** \$0

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Community Traffic Safety Programs

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

**Location:** Statewide

**Agency Type:** College/University

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

**Budget:** \$236,000

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<b>Project Name:</b>	Aging Road User Safety
<b>Subrecipient:</b>	Sumter County Sheriff's Office
<b>Project Number:</b>	OD-2025-00379
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$4,000
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Community Traffic Safety Programs
<b>Countermeasure Strategy:</b>	Older Drivers Countermeasures: Approaches That Are Unproven or Need Further Evaluation General Communications and Education: CTW Unproven
<b>Location:</b>	FDOT District 5
<b>Agency Type:</b>	Law Enforcement
<b>Project Description:</b>	The Sumter County Sheriff's Office will host four educational driver safety course sessions specifically for aging road users to provide them with information to safely operate their vehicles and navigate the roadways. These educational sessions will focus on topics such as safe driving at all ages, a particular focus on golf cart safety, and the CarFit educational program. These courses will also disseminate materials promoting the Safe Mobility for Life Coalition, thus cross promoting NHTSA subgrant projects.
<b>Budget:</b>	\$4,000



# COMMUNITY TRAFFIC SAFETY TEAMS

**Project Name:** (See below)

**Subrecipient:** (See below)

**Project Number:** (See below)

**Federal Funding Source:** 402

**Local Benefit:** \$240,000

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Community Traffic Safety Programs

**Countermeasure Strategy:**

- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change  
Enforcement-based Communication Strategies for Low-Belt-Use Groups: 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
- 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



**Location:** (See below)

**Agency Type:** College/University State Agency

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

**Budget:** \$240,000

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Florida Department of Transportation – District 1	Public Information and Education Program – District 1	CP-2025-00323	\$30,000	\$30,000
Florida Department of Transportation – District 2	Public Information and Education Program – District 2	CP-2025-00048	\$30,000	\$30,000
Florida Department of Transportation – District 3	Public Information and Education Program – District 3	CP-2024-00055	\$40,000	\$40,000
Florida Department of Transportation – District 4	Public Information and Education Program – District 4	CP-2024-00122	\$30,000	\$30,000
Florida Department of Transportation – District 5	Public Information and Education Program – District 5	CP-2024-00245	\$50,000	\$50,000
Florida Department of Transportation – District 6	Public Information and Education Program – District 6	CP-2024-00026	\$30,000	\$30,000
Florida Department of Transportation – District 7	Public Information and Education Program – District 7	CP-2024-00334	\$30,000	\$30,000



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**Project Name:** Community Traffic Safety Support

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

**Project Number:** CP-2025-00006

**Federal Funding Source:** 402

**Local Benefit:** \$0

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Community Traffic Safety Programs

**Countermeasure Strategy:**

- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change  
Enforcement-based Communication Strategies for Low-Belt-Use Groups: CTW 4 Star Citation
- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change  
Programs for Older Children: 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
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change  
Bicycle Safety Education for Children: CTW 2 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

**Location:** Statewide

**Agency Type:** College/University

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

**Budget:** \$675,000



<b>Project Name:</b>	Unattended Passenger Project
<b>Subrecipient:</b>	University of South Florida - Center for Urban Transportation Research
<b>Project Number:</b>	UNATTD-2025-00464
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$5,000
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Community Traffic Safety Programs
<b>Countermeasure Strategy:</b>	<ul style="list-style-type: none"> <li>• Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Programs for Older Children: CTW 3 Star Citation</li> <li>• Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Programs for Increasing Child Restraint and Booster Seat Use: CTW 2 Star Citation</li> </ul>
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	The University of South Florida's Center for Urban Transportation Research (CUTR) will receive funding to work with the Florida Department of Transportation (FDOT) State Safety Office to create, print, and ship educational materials across Florida to help spread the message to Florida's residents on how to prevent heatstroke fatalities in motor vehicles.
<b>Budget:</b>	\$5,000

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

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

**Project Number:** CP-2025-00257

**Federal Funding Source:** 402

**Local Benefit:** ~~\$600,000~~ \$750,000

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Community Traffic Safety Programs

**Countermeasure Strategy:**

- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change  
Enforcement-based Communication Strategies for Low-Belt-Use Groups: CTW 4 Star Citation
- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change  
Programs for Older Children: 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
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change  
Bicycle Safety Education for Children: CTW 2 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

**Location:** Statewide

**Agency Type:** College/University

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

**Budget:** ~~\$600,000~~ \$750,000



# DISTRACTED DRIVING

<b>Project Name:</b>	Distracted Driving Outreach Program
<b>Subrecipient:</b>	University of South Florida – Center for Urban Transportation Research
<b>Project Number:</b>	DD-2025-00329
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Distracted Driving
<b>Countermeasure Strategy:</b>	<ul style="list-style-type: none"><li>Distracted Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation Communications on Outreach and Distracted Driving: CTW Unproven</li></ul>
<b>Location:</b>	FDOT District 7
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	<p>The University of South Florida, Center for Urban Transportation Research (CUTR) will receive funding to conduct educational campaigns and outreach events within the Tampa Bay Area. The use of Fatal Vision Distracted Goggles at events allows participants to experience simulated driving impairment from distraction. CUTR staff will be trained in how to set up and use the Distracted Goggles prior to the first outreach event. The goggles allow for two distracted driving modes. Distracted Dial mode simulates what could happen if someone takes his or her eyes off the road “just long enough” to dial a phone. Every three seconds, the goggles black out for the three seconds. Distracted Text mode simulates the distraction that occurs when someone reads or responds to a text. The goggles black out for 4.6 seconds to simulate the amount of time a person’s eyes and attention are on his phone, rather than on the road.</p>
<b>Budget:</b>	\$52,000

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**Project Name:** (See below)

**Subrecipient:** (See below)

**Project Number:** (See below)

**Federal Funding Source:** 402

**Local Benefit:** \$771,000

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Distracted Driving

**Countermeasure Strategy:**

- Distracted Driving Countermeasures: Enforcement  
High-Visibility Cell Phone Enforcement: CTW 4 Star Citation
- Distracted Driving Countermeasures: Approaches That Are Unproven or  
Need Further Evaluation  
Communications on Outreach and Distracted Driving: CTW Unproven

**Location:** (See below)

**Agency Type:** Law Enforcement

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

**Budget:** \$771,000

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Enforcement of Distracted Driving in Apopka	DD-2025-00268	\$20,000	\$20,000
Broward Sheriff's Office	Pompano Beach Distracted Driving Program	DD-2025-00165	\$38,000	\$38,000
Cape Coral Police Department	Cape Coral Distracted Driving Enforcement Program	DD-2025-00074	\$93,000	\$93,000
Citrus County Sheriff's Office	Drive Safe Citrus	DD-2025-00015	\$87,000	\$87,000
Fruitland Park Police Department	Distracted Driving Awareness	DD-2025-00371	\$26,000	\$26,000
Gainesville Police Department	Distracted Driving Program	DD-2025-00118	\$15,000	\$15,000
Glades County Sheriff's Office	Distracted Driving Education and Enforcement	DD-2025-00260	\$20,000	\$20,000
Monroe County Sheriff's Office	Distracted Driving	DD-2025-00059	\$150,000	\$150,000
Osceola County Sheriff's Office	Distracted Driving Enforcement	DD-2025-00284	\$222,000	\$222,000
Santa Rosa County Sheriff's Office	Santa Rosa Sheriff's Defend Against Distracted Driving	DD-2025-00375	\$100,000	\$100,000





# IMPAIRED DRIVING

<b>Project Name:</b>	Traffic Safety Resource Prosecutor Program (TSRP)
<b>Subrecipient:</b>	<del>The District Board of Trustees of</del> Tallahassee State College
<b>Project Number:</b>	M5CS-2025-00346
<b>Federal Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	405d Mid Court Support
<b>Countermeasure Strategy:</b>	Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change DWI Courts: CTW 4 Star Citation
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	Tallahassee State College will receive funding to provide training and technical support to prosecutors and law enforcement on impaired driving issues. Two Traffic Safety Resource Prosecutor (TSRP) positions will be funded to train prosecutors and law enforcement officers in the areas of Driving Under the Influence (DUI) investigation and prosecution, case law, trial tactics, and combatting defense challenges. The TSRP Program will also train officers and experienced DUI and felony prosecutors in advanced legal, scientific, and tactical aspects of DUI prosecution. Speakers for the training sessions will come primarily from Florida organizations and include assistant state attorneys, Florida Department of Law Enforcement Alcohol Testing Program and laboratory analyst personnel, toxicologists, law enforcement officers, and traffic crash reconstructionists.
<b>Budget:</b>	\$680,000

**Project Name:** Mothers Against Drunk Driving (MADD) Florida Safe and Aware

**Subrecipient:** Mothers Against Drunk Driving (MADD)

**Project Number:** M50T-2025-00187

**Federal Funding Source:** 405(d)

**Local Benefit:** N/A

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** 405d Mid Other Based on Problem ID

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

**Location:** Statewide

**Agency Type:** Non-Profit

**Project Description:** Mothers Against Drunk Driving (MADD) will receive funding to raise awareness about the dangers of impaired driving and underage drinking and to promote positive social norms of not driving while impaired. MADD's prevention efforts include education for children, teens, and adults as well as campaigns targeting designated drivers, impaired driving, and underage drinking. Education may occur through formal classroom settings, news media, and public service announcements, along with a wide variety of other communication channels such as posters, billboards, and web banners. MADD will use 6 program specialists around the state to reach approximately 58,000 individuals.

**Budget:** \$300,000



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**Project Name:** Mothers Against Drunk Driving (MADD) Florida Court Monitoring Program

**Subrecipient:** Mothers Against Drunk Driving (MADD)

**Project Number:** M5CS-2025-00182

**Federal Funding Source:** 405(d)

**Local Benefit:** N/A

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** 405d Mid Court Support

**Countermeasure Strategy:** Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change  
Court Monitoring: CTW 2 Star Citation

**Location:** Statewide

**Agency Type:** Non-Profit

**Project Description:** Mothers Against Drunk Driving (MADD)'s Court Monitoring program will receive funding to determine the reasons and seek solutions around Driving Under the Influence (DUI) case dismissals, non-prosecution, withholding of adjudication, and stalled cases in the Hillsborough County court system.

**Budget:** \$73,000



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<b>Project Name:</b>	Drug Recognition Expert (DRE) Call-Out
<b>Subrecipient:</b>	University of North Florida - Institute of Police Technology and Management (IPTM)
<b>Project Number:</b>	M50T-2025-00230
<b>Federal Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	405d Mid Other Based on Problem ID
<b>Countermeasure Strategy:</b>	Drug-Impaired-Driving Countermeasures: Enforcement Enforcement of Drug-Impaired Driving: CTW 3 Star Citation
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	The University of North Florida’s Institute of Police Technology and Management will receive funding for overtime callouts to allow Drug Recognition Experts (DREs) to increase the availability of their expertise when they would otherwise not be on duty. This will mirror successful call-out programs conducted in other states. As the number of drugged driving cases increase, and with recent legislation increasing the availability of medical marijuana, it is imperative that Florida has DREs available to evaluate drivers and assist in the successful prosecution of drugged driving cases.
<b>Budget:</b>	\$80,000

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

**Subrecipient:** University of North Florida - Institute of Police Technology and Management (IPTM)

**Project Number:** M50T-2025-00067

**Federal Funding Source:** 405(d)

**Local Benefit:** N/A

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** 405d Mid Other Based on Problem ID

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

**Location:** Statewide

**Agency Type:** College/University

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

**Budget:** \$71,000



#### MYTH 1

A 12 fluid ounce (fl oz) beer has the same amount of alcohol as most other alcoholic drinks.

**Fact:** An average 12 fl oz beer has about 4.2-5% alcohol content, 8-9 fl oz of malt liquor has about 7% alcohol content, 5 fl oz of wine has about 12% alcohol content, and 1.5 fl oz of distilled spirits (gin, rum, tequila, vodka, whiskey, etc.) has about 40% alcohol content.



#### MYTH 2

Coffee or an energy drink will sober up an impaired person.

**Fact:** A person might be more awake, but they are still impaired. Only time can sober a person up.



#### MYTH 3

A friend only had a few drinks, they do not look drunk, they are OK to drive.

**Fact:** Just because someone does not look, does not mean they are not impaired. Judgment is the first thing affected when someone has been drinking – coordination and motor skills are second and third.



#### MYTH 4

If a person had a few drinks, they can just ride their bike home.

**Fact:** In Florida, bicycles are subject to the same laws as all other motor vehicles. If a person rides impaired, they can still get a DUI.



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**Project Name:** Florida Impaired Driving Coalition

**Subrecipient:** University of South Florida – Center for Urban Transportation Research

**Project Number:** AL-2025-00335

**Federal Funding Source:** 402

**Local Benefit:** \$0

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Impaired Driving

**Countermeasure Strategy:** Alcohol-Impaired Driving Countermeasures: CTW Not Rated

**Location:** Statewide

**Agency Type:** College/University

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

**Budget:** \$338,000



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**Project Name:** Improving Highway Safety Through Instrumentation Modernization

**Subrecipient:** Florida Department of Law Enforcement

**Project Number:** M5BAC-2025-00362

**Federal Funding Source:** 405(d)

**Local Benefit:** \$0

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** 405d Mid BAC Testing/Reporting

**Countermeasure Strategy:** Drug-Impaired Driving Countermeasures: CTW Not Rated

**Location:** Statewide

**Agency Type:** State Agency

**Project Description:** The Florida Department of Law Enforcement (FDLE) which is responsible for providing drug testing services in 64 counties throughout the State of Florida will receive funding to purchase four new drug testing instruments that will assist the state with improving and speeding up of the prosecution and adjudication of impaired driving cases. FDLE will also receive training on the new equipment and train its law enforcement contributors and State Attorney's offices on case analysis and the ability to identify and report drugs for court cases which will assist in the accurate and timely prosecution of impaired drivers.

**Budget:** \$1,725,000



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**Project Name:** (See below)

**Subrecipient:** (See below)

**Project Number:** (See below)

**Federal Funding Source:** (See below)

**Local Benefit:** \$2,842,000

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** High Visibility Enforcement

**Countermeasure Strategy:**

- 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
- Drug-Impaired-Driving Countermeasures: Enforcement  
Enforcement of Drug-Impaired Driving: CTW 3 Star Citation

**Location:** (See below)

**Agency Type:** Law Enforcement

**Project Description:**

The following enforcement agencies have jurisdiction over communities with high fatalities and serious injuries due to impaired driving and currently rank in the top 40% of the FY 2025 Highway Safety Matrix. They will receive funding to conduct overtime impaired driving enforcement efforts and will utilize Driving Under the Influence (DUI) and low-manpower checkpoints, and/or saturation and directed patrols to apprehend impaired drivers. All agencies are encouraged to participate in the national *Drive Sober or Get Pulled Over* enforcement waves in addition to enforcement activities during holidays usually associated with excessive drinking such as New Year's Day, NFL Super Bowl, St. Patrick's Day, Cinco de Mayo, Independence Day, Labor Day, Halloween, and the end of the year holiday season.

**Budget:****\$3,616,000**

Subrecipient	Project Name	Project Number	Federal Funding Source	Local Benefit	Budget
Apopka Police Department	Enforcement of Impaired Driving in Apopka	AL-2025-00270	402	\$12,000	\$12,000
Bay County Sheriff's Office	Enhanced Impaired Driving Enforcement	AL-2025-00156	402	\$30,000	\$30,000
Bradenton Police Department	Safer Streets Driving Under the Influence (DUI) Enforcement	AL-2025-00042	402	\$15,000	\$15,000
Bradford County Sheriff's Office	Bradford County Impaired Driving Enforcement	AL-2025-00277	402	\$90,000	\$90,000
Broward Sheriff's Office	Impaired Driving Enforcement Project	AL-2025-00296	402	\$115,000	\$115,000
Cape Coral Police Department	High Visibility Enforcement Impaired Driving Program	AL-2025-00076	402	\$75,000	\$75,000
Citrus County Sheriff's Office	Drive Sober Citrus	AL-2025-00013	402	\$130,000	\$130,000
Coconut Creek Police Department	Enhanced Impaired Driving Enforcement	AL-2025-00297	402	\$35,000	\$35,000
Delray Beach Police Department	Delray Beach Impaired Driving	AL-2025-00244	402	\$15,000	\$15,000
Fort Myers Police Department	Impaired Driving Initiative	AL-2025-00392	402	\$80,000	\$80,000

Subrecipient	Project Name	Project Number	Federal Funding Source	Local Benefit	Budget
Miami Police Department	Miami Driving Under the Influence (DUI) Overtime Patrol	AL-2025-00445	402	\$120,000	\$120,000
Perry Police Department	Impaired Driving	AL-2025-00255	402	\$30,000	\$30,000
Tarpon Springs Police Department	Tarpon Springs Saturation Patrol and DUI Enforcement	AL-2025-00186	402	\$30,000	\$30,000
Florida Highway Patrol (FHP)	DUI Enhanced Impaired Driving Enforcement Mobile Equipment and Overtime	M5HVE-2025-00325	405(d)	N/A	\$774,000
Gainesville Police Department	City of Gainesville SAFE Gator Program	AL-2025-00117	402	\$27,000	\$27,000
Hardee County Sheriff's Office	Impaired Driving Enforcement Campaign	AL-2025-00400	402	\$27,000	\$27,000
Hillsborough County Sheriff's Office	Operation Trident: Outreach, Education, and Enforcement	AL-2025-00085	402	\$400,000	\$400,000
Hollywood Police Department	Impaired Driving Initiative	AL-2025-00302	402	\$25,000	\$25,000
Jacksonville Sheriff's Office	Jacksonville Sheriff's Office Impaired Driving Enforcement Project	AL-2025-00309	402	\$137,000	\$137,000
Lake City Police Department	STEP - Impaired Driving	AL-2025-00326	402	\$15,000	\$15,000
Marianna Police Department	Operation Home Safe	AL-2025-00012	402	\$30,000	\$30,000
Miami Beach Police Department	Impaired Driving Initiative	AL-2025-00093	402	\$75,000	\$75,000
Okeechobee County Sheriff's Office	Be Smart Don't Drive Drunk	AL-2025-00135	402	\$40,000	\$40,000
Orlando Police Department	Impaired Driving Enforcement Team	AL-2025-00104	402	\$80,000	\$80,000
Palm Beach County Sheriff's Office	Palm Beach County Impaired Driving Strategy	AL-2025-00416	402	\$225,000	\$225,000



Subrecipient	Project Name	Project Number	Federal Funding Source	Local Benefit	Budget
Panama City Police Department	Impaired Driving Enforcement	AL-2025-00408	402	\$41,000	\$41,000
Pensacola Police Department	Zero Tolerance - Impaired Driving Enforcement	AL-2025-00105	402	\$45,000	\$45,000
Pinellas County Sheriff's Office	Enhanced Impaired Driving Enforcement	AL-2025-00038	402	\$50,000	\$50,000
South Daytona Police Department	Roadway Safety and DUI Subversion Program	AL-2025-00267	402	\$55,000	\$55,000
Tallahassee Police Department	Enhanced Impaired Driving Enforcement	AL-2025-00124	402	\$40,000	\$40,000
Tampa Police Department	Tampa Enhanced Impaired Driving Enforcement Project, "Last Call"	AL-2025-00167	402	\$753,000	\$753,000



# MOTORCYCLE SAFETY

<b>Project Name:</b>	Florida's Comprehensive Motorcycle Safety Program
<b>Subrecipient:</b>	University of South Florida - Center for Urban Transportation Research
<b>Project Number:</b>	MC-2025-00313
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Motorcycle Safety
<b>Countermeasure Strategy:</b>	Motorcycle Safety Countermeasures: CTW Not Rated
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	<p>The University of South Florida's Center for Urban Transportation Research (CUTR) will receive funding to continue to coordinate and implement Florida's Motorcycle Safety Strategic Plan and motorcycle safety coalition. They will also identify critical issues, establish achievable performance indicators, and evaluate the effectiveness of all motorcycle safety programs comprehensively. CUTR concentrates most of its efforts on the ten counties with the highest number of motorcycle crashes: Broward, Brevard, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, and Volusia. However, the goal is to support all motorcycle activities across the state to help reduce motorcycle crashes, serious injuries, and fatalities.</p>
<b>Budget:</b>	\$594,000



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

**Subrecipient:** University of South Florida – Center for Urban Transportation Research

**Project Number:** MC-2025-00339

**Federal Funding Source:** 402

**Local Benefit:** \$0

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Motorcycle Safety

**Countermeasure Strategy:** Motorcycle Safety Countermeasures: CTW Not Rated

**Location:** Statewide

**Agency Type:** College/University

**Project Description:** The University of South Florida’s Center for Urban Transportation Research (CUTR) will receive funding to continue to conduct behavioral and statistical studies of motorcyclists and crashes to determine how to be more effective in reducing motorcycle crashes, injuries, and fatalities. CUTR will also conduct a survey of riders to determine the effectiveness of the comprehensive motorcycle safety program and will survey newly endorsed riders to determine the effectiveness of the Florida’s rider training program.

**Budget:** \$129,000



<b>Project Name:</b>	Motorcycle Education and Injury Prevention Program in Trauma Centers
<b>Subrecipient:</b>	University of Miami
<b>Project Number:</b>	MC-2025-00289
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Motorcycle Safety
<b>Countermeasure Strategy:</b>	<ul style="list-style-type: none"> <li>• Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation Motorcycle Helmet Use Promotion Programs: CTW Unproven</li> <li>• Motorcycle Safety Countermeasures: Other Strategies for Behavior Change Strategies to Increase Rider Conspicuity and Use of Protective Clothing: CTW 1 Star Citation</li> <li>• Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists: CTW Unproven</li> </ul>
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	<p>The University of Miami will receive funding to continue the Central/South Florida trauma initiative to conduct injury prevention and education programs in at least two Florida trauma centers. These programs will offer safety-related educational programs for multidisciplinary teams of Emergency Medical Services (EMS) and other pre-hospital personnel, trauma surgeons, emergency medical physicians, consulting physicians, nurses, and ancillary staff who will assist in providing safety information directly to motorcycle crash victims and their families. Injury and prevention education for medical personnel will be concentrated in, but not limited to the five counties with the</p>

greatest number of motorcycle fatalities (Broward, Hillsborough, Miami-Dade, Orange, and Pinellas). By implementing more effective first responder and medical personnel protocols, and educating motorcyclists involved in crashes on the methods of reducing risks on the roadways, this project expects to reduce motorcycle-involved fatalities and serious injuries. The program will also study motorcyclists' alcohol, drug and medication use patterns from crash victims to develop informational material to help reduce recidivism by providing this information to crash victims as a preventative measure.

**Budget:** **\$311,000**

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**Projec**

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

**Subrecipient:** Florida State University Police Department

**Project Number:** MC-2025-00359

**Federal Funding Source:** 402

**Local Benefit:** \$90,000

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Motorcycle Safety

**Countermeasure Strategy:**

- Motorcycle Safety Countermeasures: Other Strategies for Behavior Change  
Motorcycle Rider Training: CTW 2 Star Citation
- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation  
Motorcycle Helmet Use Promotion Programs: CTW Unproven
- Motorcycle Safety Countermeasures: Other Strategies for Behavior Change  
Strategies to Increase Rider Conspicuity and Use of Protective Clothing: CTW 1 Star Citation

**Location:** Statewide



**Agency Type:** Law Enforcement

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

**Budget:** \$90,000



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**Project Name:** Motorcycle Awareness Survey

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

**Project Number:** MC-2025-00068

**Federal Funding Source:** 402

**Local Benefit:** \$0

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Motorcycle Safety

**Countermeasure Strategy:**

- 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  
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

**Location:** Statewide

**Agency Type:** College/University

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

**Budget:** \$71,000

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

**Subrecipient:** University of South Florida – Center for Urban Transportation Research

**Project Number:** MC-2025-00336

**Federal Funding Source:** 402

**Local Benefit:** \$0

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Motorcycle Safety

**Countermeasure Strategy:**

- 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

**Location:** Statewide

**Agency Type:** College/University

**Project Description:** The University of South Florida’s Center for Urban Transportation Research (CUTR) will receive subgrant funding for the Statewide Implementation of Motorcycle Education Program for Every Rider (MEPER) which is an online training tool used to encourage safe riding habits and helmet use. The curriculum will assist with Florida riders’ educational needs based on annual Florida Motorcyclist Survey findings and behavioral risk factors identified through motorcycle crash data analysis.

**Budget:** \$102,000

**Project Name:** Motorcycle Endorsement Mailout

**Subrecipient:** The Florida Department of Highway Safety and Motor Vehicles (FLHSMV)

**Project Number:** MC-2025-00467

**Federal Funding Source:** 402

**Local Benefit:** \$0

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Motorcycle Safety

**Countermeasure Strategy:** Motorcycle Safety Countermeasures: CTW Not Rated

**Location:** Statewide

**Agency Type:** State Agency

**Project Description:** The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) will receive funding to conduct an educational outreach campaign to notify Florida residents who have a motorcycle currently registered, but do not have a corresponding motorcycle endorsement on their license, which is required to operate a motorcycle in Florida. The funding will be used to develop and disperse the educational material.

**Budget:** \$50,000



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<b>Project Name:</b>	(See below)
<b>Subrecipient:</b>	(See below)
<b>Project Number:</b>	(See below)
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$774,000
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Motorcycle Safety
<b>Countermeasure Strategy:</b>	Motorcycle Safety Countermeasures: Other Strategies for Behavior Change Motorcycle Rider Training: CTW 2 Star Citation
<b>Location:</b>	(See below)
<b>Agency Type:</b>	Law Enforcement
<b>Project Description:</b>	The following agencies will receive funding to conduct the Safe Motorcycle and Rider Techniques (SMART) training program, based on skill sets addressed in the Basic Police Motorcycle Operators Course. The agencies will tailor the course to address the needs of the students they are instructing. The course will be offered to all Florida motorcycle riders free of charge to help improve their riding skills. After completing this program, riders will be better equipped with tools to assist them in avoiding crashes, therefore reducing motorcycle fatalities and serious injuries on the roadways. Along with training, all agencies except for Jacksonville Police Department will also conduct monthly motorcycle enforcement operations targeting unsafe riding behaviors throughout the project period.
<b>Budget:</b>	\$774,000



Agency	Project Name	Project Number	Local Benefit	Budget
Broward Sheriff's Office	Broward Motorcyclist Training and Enforcement Project	MC-2025-00341	\$148,000	\$148,000
Collier County Sheriff's Office	Motorcycle Safety and Education Program	MC-2025-00395	\$66,000	\$66,000
Gainesville Police Department	City of Gainesville Motorcycle and Scooter Safety Education Program	MC-2025-00116	\$25,000	\$25,000
Jacksonville Sheriff's Office	Jacksonville Safe Motorcycle and Rider Techniques (SMART)	MC-2025-00310	\$45,000	\$45,000
Osceola County Sheriff's Office	Safe Motorcycle and Rider Techniques (SMART)	MC-2025-00285	\$160,000	\$160,000
Palm Beach County Sheriff's Office	Palm Beach County Motorcycle Safety Project	MC-2025-00394	\$180,000	\$180,000
Tampa Police Department	Tampa Safe Motorcycle and Riders Techniques (SMART)	MC-2025-00211	\$150,000	\$150,000





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<b>Project Name:</b>	(See below)
<b>Subrecipient:</b>	(See below)
<b>Project Number:</b>	(See below)
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$1,033,000
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Motorcycle Safety
<b>Countermeasure Strategy:</b>	Motorcycle Safety Countermeasures: Enforcement Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions: CTW 3 Star Citation
<b>Location:</b>	(See below)
<b>Agency Type:</b>	Law Enforcement
<b>Project Description:</b>	The following agencies will receive funding to conduct a data-driven educational and high visibility enforcement program targeting unsafe motorcycle and scooter operation as well as unendorsed riders in areas vulnerable to motorcycle and scooter crashes, and currently rank in the top 40% of the FY2025 Highway Safety Matrix. The funds will consist of overtime salaries and benefits. The FDOT State Safety Office will continuously monitor enforcement activities as well as offer technical support to ensure the success of each program and to make sure agencies are complying with federal guidelines that prohibit conducting any checkpoints that target motorcycles for helmet use.
<b>Budget:</b>	\$1,033,000

Agency	Project Name	Project Number	Local Benefit	Budget
Flagler County Sheriff's Office	Flagler County Sheriff's Office Motorcycle Safety	MC-2025-00036	\$90,000	\$90,000
Hialeah Police Department	Motorcycle Safety	MC-2025-00017	\$130,000	\$130,000
Hillsborough County Sheriff's Office	Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	MC-2025-00087	\$225,000	\$225,000
Key West Police Department	Motorcycle Safety	MC-2025-00027	\$75,000	\$75,000
Miami-Dade Sheriff's Office <del>Police Department</del>	Miami-Dade Motorcycle Safety Program	MC-2025-00420	\$200,000	\$200,000
Monroe County Sheriff's Office	Motorcycle Safety	MC-2025-00072	\$150,000	\$150,000
Ocala Police Department	Motorcycle Safety	MC-2025-00032	\$25,000	\$25,000
Port Orange Police Department	Motorcycle Safety and Awareness High Visibility Enforcement Campaign	MC-2025-00060	\$50,000	\$50,000
St Petersburg Police Department	Two Wheels, One Safety Vision	MC-2025-00434	\$88,000	\$88,000



# OCCUPANT PROTECTION AND CHILD PASSENGER SAFETY

<b>Project Name:</b>	Child Passenger Safety Seat Fitting Station Database and Mapping
<b>Subrecipient:</b>	University of Florida - Institute for Mobility, Activity, and Participation
<b>Project Number:</b>	<del>M1CPS-2025-00283</del> M20P-2025-00283
<b>Federal Funding Source:</b>	405(b)
<b>Local Benefit:</b>	N/A
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	<del>405b-OP-High</del> 405b OP Low
<b>Countermeasure Strategy:</b>	Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Child Restraint Inspection Stations: CTW 3 Star Citation
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	The University of Florida's Institute for Mobility, Activity, and Participation will house and maintain the Florida Child Passenger Safety (CPS) Seat Fitting Station Database and Mapping System. This project will reduce injuries and fatalities amongst the state's youngest citizens by providing an interactive database for parents and caregivers to locate certified CPS technicians working at child restraint fitting stations across Florida where individuals can get help installing their child's car seat. This program supports the work of the Florida Occupant Protection Coalition and the strategies of Florida's Occupant Protection Strategic Plan.
<b>Budget:</b>	\$76,000

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

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

**Project Number:** OP-2025-00263

**Federal Funding Source:** 402

**Local Benefit:** \$0

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Safety Belts

**Countermeasure Strategy:** Seat Belts and Child Restraint Countermeasures: CTW Not Rated

**Location:** Statewide

**Agency Type:** College/University

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

**Budget:** \$225,000



<b>Project Name:</b>	Child Passenger Safety Resources and Support
<b>Subrecipient:</b>	University of Florida - Transportation Technology Transfer (T2) Center
<b>Project Number:</b>	<del>M1TR-2025-00261</del> M2CPS-2025-00261
<b>Federal Funding Source:</b>	405(b)
<b>Local Benefit:</b>	N/A
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	<del>405b-OP High</del> 405b OP Low
<b>Countermeasure Strategy:</b>	<ul style="list-style-type: none"> <li>• Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Programs for Older Children: CTW 3 Star Citation</li> <li>• Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Programs for Increasing Child Restraint and Booster Seat Use: CTW 2 Star Citation</li> <li>• Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Child Restraint Inspection Stations: CTW 3 Star Citation</li> </ul>
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	<p>The University of Florida’s Transportation Technology Transfer (T2) Center will ensure Florida has the needed occupant protection resources. This project’s goals are to promote the use of child restraints, to support Florida’s Child Passenger Safety technician and instructor infrastructure through scholarships and teaching stipends, and to provide appropriate training to occupant protection professionals and law enforcement officers who deliver programs for parents and caregivers and who enforce occupant protection laws.</p> <p>No more than a total of \$107,467 (5% of the FY 2025 405(b) allocation) will be spent on the purchase of child safety seats to be distributed to the public.</p>
<b>Budget:</b>	\$335,000

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

**Subrecipient:** University of North Florida - Institute of Police Technology and Management (IPTM)

**Project Number:** OP-2025-00069

**Federal Funding Source:** 402

**Local Benefit:** \$0

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Safety Belts

**Countermeasure Strategy:** Seat Belts and Child Restraint Countermeasures: CTW Not Rated

**Location:** Statewide

**Agency Type:** College/University

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

**Budget:** \$357,000



<b>Project Name:</b>	Child Passenger Safety (CPS) Support
<b>Subrecipient:</b>	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)
<b>Project Number:</b>	CR-2025-00021
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Safety Belts
<b>Countermeasure Strategy:</b>	Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Programs for Increasing Child Restraint and Booster Seat Use: CTW 2 Star Citation
<b>Location:</b>	Statewide
<b>Agency Type:</b>	State Agency
<b>Project Description:</b>	The Florida Department of Highway Safety and Motor Vehicles will train their Education and Outreach Coordinators (EOCs) as Child Passenger Safety Technician Instructors (CPST-I). These CPST-Is will plan, coordinate, and travel to areas in need of CPS Certification and Recertification courses. They will also provide opportunities for Child Passenger Safety Technicians (CPSTs) to meet the seat check activity sign off required to maintain certification, making it easier for CPSTs to recertify.
<b>Budget:</b>	\$25,000

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**Project Name:** Child Passenger Safety Diversion Program

**Subrecipient:** National Safety Council

**Project Number:** OP-2025-00470

**Federal Funding Source:** 402

**Local Benefit:** \$170,000

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Safety Belts

**Countermeasure Strategy:** Seat Belts and Child Restraints - CTW Not Rated

**Location:** Orange County

**Agency Type:** Non-Profit

**Project Description:** The National Safety Council (NSC) will develop and demonstrate a child restraint diversion program in Orange County Florida as a case study for a statewide program. A program of this sort will provide an opportunity for the judicial system to promote child restraint usage for traffic safety violators in situations where financial penalties are not enforced. The NSC will contract with Preusser Research Group to assess the success of the program in increasing usage rates among program participants.

**Budget:** \$170,000



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**Project Name:** (See below)

**Subrecipient:** (See below)

**Project Number:** (See below)

**Federal Funding Source:** 402

**Local Benefit:** \$2,200,000

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Safety Belts

**Countermeasure Strategy:**

- 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

**Location:** (See below)

**Agency Type:** Law Enforcement

**Project Description:** The following local enforcement agencies have jurisdiction over communities that have high numbers of fatalities and serious injuries due to lack of safety belt use and currently rank in the top 40% of the FY 2025 Highway Safety Matrix. These agencies will receive funding to conduct combined safety belt enforcement and education programs. Efforts include presentations to promote safety belt and child restraint use at schools, local civic organizations, and community events, as well as participation in the 2025 *Click It or Ticket* national campaign and enforcement waves with encouragement of nighttime enforcement. Subgrant funding supports

overtime efforts and costs associated with printing and distributing educational materials.

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

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Boynton Beach Police Department	Boynton Beach Occupant Protection and Child Passenger Safety Program	OP-2025-00319	\$25,000	\$25,000
Bradford County Sheriff's Office	Bradford County Occupant Protection Program	OP-2025-00278	\$50,000	\$50,000
Broward County Sheriff's Office	Broward Click and Subscribe to Stay Alive	OP-2025-00431	\$85,000	\$85,000
Fort Lauderdale Police Department	Fort Lauderdale Occupant Protection Program	OP-2025-00337	\$62,000	\$62,000
Miami Police Department	Miami Seatbelt Enforcement Project	OP-2025-00428	\$90,000	\$90,000
Palm Beach Gardens Police Department	Occupant Protection Initiative	OP-2025-00264	\$70,000	\$70,000
Perry Police Department	Occupant Safety	OP-2025-00079	\$25,000	\$25,000
Sunrise Police Department	Occupant Protection and Child Passenger Safety Initiative	OP-2025-00254	\$83,000	\$83,000
Clermont Police Department	Be Safe Clermont	OP-2025-00189	\$50,000	\$50,000
Coconut Creek Police Department	Occupant Protection	OP-2025-00292	\$60,000	\$60,000
DeFuniak Springs Police Department	Occupant Protection and Child Passenger Safety	OP-2025-00213	\$20,000	\$20,000
Delray Beach Police Department	Delray Beach Occupant Protection and Child Passenger Safety	OP-2025-00258	\$25,000	\$25,000
Gainesville Police Department	City of Gainesville Occupant Protection Program	OP-2025-00119	\$15,000	\$15,000
Hillsborough County Sheriff's Office	Occupant Protection Education and Enforcement Operation	OP-2025-00081	\$150,000	\$150,000
Homestead Police Department	South Miami Dade Increased Occupant Protection	OP-2025-00417	\$87,000	\$87,000
Jacksonville Sheriff's Office	Occupant Protection	OP-2025-00308	\$90,000	\$90,000
Lake City Police Department	STEP - Occupant Protection	OP-2025-00327	\$15,000	\$15,000
Leon County Sheriff's Office	Leon County Sheriff's Office Occupant Protection and Child Passenger Safety Program	OP-2025-00338	\$50,000	\$50,000

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Live Oak Police Department	Occupant Protection and Child Passenger Safety	OP-2025-00266	\$20,000	\$20,000
Miami Beach Police Department	Occupant Protection and Child Passenger Safety Initiative	OP-2025-00095	\$75,000	\$75,000
Miami-Dade Sheriff's Office <del>Police Department</del>	Miami-Dade Occupant Protection and Child Passenger Safety Program	OP-2025-00088	\$200,000	\$200,000
Okeechobee County Sheriff's Office	Okeechobee Roundup Remember to Buckle Up	OP-2025-00198	\$25,000	\$25,000
Palm Beach County Sheriff's Office	Palm Beach County Occupant Protection Project	OP-2025-00414	\$200,000	\$200,000
Port St. Joe Police Department	Buckle Up St. Joe	OP-2025-00163	\$43,000	\$43,000
<del>Putnam County Sheriff's Office</del>	<del>Occupant Safety Awareness Initiative</del>	<del>OP-2025-00410</del>	<del>\$34,000</del>	<del>\$34,000</del>
Sumter County Sheriff's Office	Occupant Protection and Child Passenger Safety	OP-2025-00377	\$20,000	\$20,000
Tallahassee Police Department	Occupant Protection	OP-2025-00121	\$50,000	\$50,000
Tampa Police Department	Tampa Police Department "Sit Tight and Belt Right" Occupant Protection Program	OP-2025-00183	\$350,000	\$350,000
Wauchula Police Department	Wauchula Police Department Occupant Protection and Child Safety	OP-2025-00441	\$20,000	\$20,000
West Palm Beach Police Department	Occupant Protection and Child Passenger Safety	OP-2025-00215	\$111,000	\$111,000



## PAID MEDIA

**Project Name:** Distracted Driving Media Campaign

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

**Project Number:** ~~M8PE-2025-00018~~ B8APE-2025-00018

**Federal Funding Source:** 405(e)

**Local Benefit:** N/A

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** ~~Paid Advertising~~ 405e Public Education

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

**Location:** Statewide

**Agency Type:** State Agency

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

**Budget:** \$1,500,000



**DRIVE TIME IS YOU TIME**  
Ride with DO NOT DISTURB





<b>Project Name:</b>	Florida <i>Click It or Ticket</i> Media Campaign
<b>Subrecipient:</b>	Florida Department of Transportation – State Safety Office
<b>Project Number:</b>	M2PE-2025-00019
<b>Federal Funding Source:</b>	405(b)
<b>Local Benefit:</b>	N/A
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	405b OP Low and High
<b>Countermeasure Strategy:</b>	Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change Enforcement-based Communication Strategies for Low-Belt-Use Groups: CTW 4 Star Citation
<b>Location:</b>	Statewide
<b>Agency Type:</b>	State Agency
<b>Project Description:</b>	The FDOT Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote the <i>Click It or Ticket</i> awareness and enforcement efforts during the NHTSA Memorial Day holiday wave. Safety belt messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.
<b>Budget:</b>	\$1,900,000



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

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

**Project Number:** M5PEM-2025-00022

**Federal Funding Source:** 405(d)

**Local Benefit:** N/A

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** 405d Mid Media/ID training/Enf Related exp.

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

**Location:** Statewide

**Agency Type:** State Agency

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

**Budget:** \$3,400,000



<b>Project Name:</b>	Impaired Driving Major College Sports Marketing
<b>Subrecipient:</b>	<del>The District Board of Trustees of</del> Tallahassee State College
<b>Project Number:</b>	M5PEM-2025-00404
<b>Federal Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	405d Mid Media/ID training/Enf Related exp.
<b>Countermeasure Strategy:</b>	Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change Mass-Media Campaigns: CTW 2 Star Citation
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	Tallahassee State College will purchase advertisements with Florida collegiate sports teams and venues to promote <i>Drive Sober or Get Pulled Over</i> to collegiate sports fans at the following schools: University of Florida, Florida State University, and University of Miami, along with the annual Florida vs Georgia football game. Impaired driving prevention messages will be conveyed through mediums such as radio and television advertisements on collegiate networks, on parking passes, public service announcements, and signs located in and around venues, and via game day activations. Marketing impaired driving prevention messages through collegiate sports teams and venues enables the FDOT State Safety Office to reach 18-34-year-old males, the demographic most likely to drive impaired.
<b>Budget:</b>	\$450,000

<b>Project Name:</b>	Impaired Driving Professional Sports Marketing
<b>Subrecipient:</b>	<del>The District Board of Trustees of</del> Tallahassee State College
<b>Project Number:</b>	M5PEM-2025-00401
<b>Federal Funding Source:</b>	405(d)
<b>Local Benefit:</b>	N/A
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	405d Mid Media/ID training/Enf Related exp.
<b>Countermeasure Strategy:</b>	Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change Mass-Media Campaigns: CTW 2 Star Citation
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	Tallahassee State College will purchase advertisements with professional sports teams and venues to promote <i>Drive Sober or Get Pulled Over</i> to sports fans. The FY 2025 professional sports marketing plan is estimated to include the following teams and venues: Florida Panthers (NHL), Florida Marlins (MLB), Jacksonville Jaguars (NFL), Miami Dolphins (NFL), Miami Heat (NBA), Orlando Magic (NBA), Tampa Bay Buccaneers (NFL), Tampa Bay Rays (MLB), Tampa Bay Lightning (NHL), Homestead-Miami Speedway (NASCAR), and Daytona Speedway (NASCAR). Impaired driving prevention messages will be conveyed through mediums such as radio and television advertisements, public service announcements, on parking passes and signs located in and around the venues, and via game day activations. Marketing impaired driving prevention messages through professional sports teams and venues enables the FDOT State Safety Office to reach 18-34-year-old males, the demographic most likely to drive impaired.
<b>Budget:</b>	\$2,000,000

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

**Subrecipient:** ~~The District Board of Trustees of~~ Tallahassee State College

**Project Number:** M5PEM-2025-00382

**Federal Funding Source:** 405(d)

**Local Benefit:** N/A

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** 405d Mid Media/ID training/Enf Related exp.

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

**Location:** Statewide

**Agency Type:** College/University

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

**Budget:** \$216,000



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**Project Name:** Motorcycle Safety Media Campaign

**Subrecipient:** University of South Florida – Center for Urban Transportation Research

**Project Number:** PM-2025-00303

**Federal Funding Source:** 402

**Local Benefit:** \$0

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Paid Advertising

**Countermeasure Strategy:**

- 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

**Location:** Statewide

**Agency Type:** College/University

**Project Description:** The University of South Florida, Center for Urban Transportation Research (CUTR) will purchase media advertisements in multiple media markets to promote the *Ride Smart* concept as well as educating other road users to watch for motorcycles. This campaign educates motorcyclists on smart motorcycling habits which include not drinking and riding, the importance of conspicuity, the importance of wearing protective gear including a helmet, riding within personal and legal limits, and the importance of training. Focused on reaching the majority of Florida’s motorcyclists, this campaign will be marketed in counties with a large number of motorcycle registrations and a significant history of crashes: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pasco, Pinellas, and Volusia Counties.

**Budget:** \$440,000



<b>Project Name:</b>	Impaired Motorcyclist Media Campaign
<b>Subrecipient:</b>	University of South Florida – Center for Urban Transportation Research
<b>Project Number:</b>	PM-2025-00271
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Paid Advertising
<b>Countermeasure Strategy:</b>	Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists: CTW Unproven
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	The University of South Florida, Center for Urban Transportation Research (CUTR) will purchase advertisements in multiple markets to promote the <i>Drink + Ride = Lose</i> campaign to reduce fatalities and injuries involving impaired motorcyclists. While this is a statewide campaign the majority of media buys will be in counties identified as the top 10 for Impaired motorcycle crashes in Florida: Hillsborough, Duval, Orange, Volusia, Pasco, Lee, Pinellas, Polk, Miami-Dade, and Brevard counties.
<b>Budget:</b>	\$500,000



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

**Subrecipient:** University of South Florida – Center for Urban Transportation Research

**Project Number:** M11MA-2025-00250

**Federal Funding Source:** 405(f)

**Local Benefit:** N/A

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** 405f Motorcyclist Awareness

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

**Location:** Statewide

**Agency Type:** College/University

**Project Description:** The University of South Florida, Center for Urban Transportation Research (CUTR) will contract with multiple media venues to promote the *Share the Road* campaign. The media will be concentrated in the top 10 motorcycle multi-vehicle crash counties in Florida (Miami-Dade, Broward, Hillsborough, Orange, Pinellas, Volusia, Duval, Palm Beach, Brevard, and Lee). Media efforts will also support motorcycle events that take place in other areas of the State, but most funding will be utilized within the top 10 counties.

**Budget:** \$310,000



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

**Subrecipient:** University of North Florida - Institute of Police Technology and Management (IPTM)

**Project Number:** ~~BGPE-2025-00066~~ FHPE-2025-00066

**Federal Funding Source:** ~~405(g)~~ 405(h)

**Local Benefit:** N/A

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** ~~405g Public Education~~ 405h Public Education

**Countermeasure Strategy:** Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation  
Share the Road Awareness Campaigns: CTW Unproven

**Location:** Statewide

**Agency Type:** College/University

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

**Budget:** \$600,000



**DO THE RIGHT THING.  
YIELD TO PEOPLE CROSSING.**



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**Project Name:** Statewide Pedestrian and Bicycle Safety Media Campaign

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

**Project Number:** ~~FHPE-2025-00023~~ BGPE-2025-00023

**Federal Funding Source:** ~~405(h)~~ 405(g)

**Local Benefit:** N/A

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** ~~405h-Public Education~~ 405g Public Education

**Countermeasure Strategy:** Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation  
Share the Road Awareness Campaigns: CTW Unproven

**Location:** Statewide

**Agency Type:** State Agency

**Project Description:** The Florida Department of Transportation will purchase media to broadcast Florida’s Alert Today, Alive Tomorrow Pedestrian Safety Campaign. This program will focus on areas with the highest representation of serious and fatal crashes to improve pedestrian, bicyclist, and motorist behavior and compliance with traffic laws. Advertising locations will be selected by using data that supports the areas with the greatest need for improvement.

**Budget:** \$1,600,000



<b>Project Name:</b>	Stop Speeding Safety Campaign
<b>Subrecipient:</b>	Florida Department of Transportation – State Safety Office
<b>Project Number:</b>	PM-2025-00024
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Paid Advertising
<b>Countermeasure Strategy:</b>	Speeding and Speed Management Countermeasures: CTW Not Rated
<b>Location:</b>	Statewide
<b>Agency Type:</b>	State Agency
<b>Project Description:</b>	The FDOT State Safety Office will contract with a media vendor to purchase advertisements in Florida media markets to promote a stop speeding campaign. Educational messages will be promoted through mediums such as radio, videos, social media, etc.
<b>Budget:</b>	\$1,500,000



Early. On time. A little late.  
**JUST GET THERE SAFELY.**

#LetsGetEveryoneHome  

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

**Subrecipient:** University of South Florida – Center for Urban Transportation Research

**Project Number:** PM-2025-00009

**Federal Funding Source:** 402

**Local Benefit:** \$0

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Paid Advertising

**Countermeasure Strategy:** Speeding and Speed Management Countermeasures: CTW Not Rated

**Location:** Statewide

**Agency Type:** College/University

**Project Description:** The University of South Florida, Center for Urban Transportation Research (CUTR) will purchase media advertisements in multiple media markets to promote the Work Zone Safety Message. The ads will be developed to target Florida citizens and visitors to encourage them to drive safely in work zones.

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





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**Project Name:** Preventing Roadside Fatalities Safety Media Campaign

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

**Project Number:** ~~M12BPE-2025-00466~~ PM-2025-00466

**Federal Funding Source:** ~~405(h)~~ 402

**Local Benefit:** \$0

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Paid Advertising

**Countermeasure Strategy:**

- Speeding and Speed Management Countermeasures: CTW Not Rated
- Distracted Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation  
Communications on Outreach and Distracted Driving: CTW Unproven

**Location:** Statewide

**Agency Type:** State Agency

**Project Description:** The FDOT State Safety Office will contract with a media vendor to purchase advertisements in Florida media markets to promote a preventing roadside deaths safety campaign. Educational messages will be promoted through mediums such as radio, videos, social media, billboards, etc.

**Budget:** \$200,000

# PEDESTRIAN AND BICYCLE SAFETY

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

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

**Project Number:** PS-2025-00256

**Federal Funding Source:** 402

**Local Benefit:** \$0

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Pedestrian/Bicycle Safety

**Countermeasure Strategy:**

- 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
- Pedestrian Safety Countermeasures: Other Strategies for Behavior Change  
Conspicuity Enhancement: CTW 2 Star Citation
- 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

**Location:** Statewide

**Agency Type:** College/University

**Project Description:**

The University of Florida's Transportation Technology Transfer (T2) Center will identify, obtain, purchase, and deliver pedestrian and bicycle safety materials specific to Florida's at-risk populations. The Center will work to address recommendations outlined in the Pedestrian Safety Program Technical Assessment that was conducted in January 2012, the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that was conducted in the spring of 2021, and as outlined in Highway Safety Program Guideline No. 14. that calls on the state to significantly expand programs and materials available for identified at-risk populations, ensuring their cultural sensitivity, appropriateness, usability, and desirability, by using focus groups, developing material specifically for those populations and testing for receptivity and results. The T2 Center will promote and participate in state and local community outreach events throughout Florida as well as administer a bicycle helmet fitter certification program.

**Budget:****\$538,000**

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

**Subrecipient:** University of North Florida - Institute of Police Technology and Management (IPTM)

**Project Number:** BGLE-2025-00063 PS-2025-00063

**Federal Funding Source:** ~~405(g)~~ 402

**Local Benefit:** N/A

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Pedestrian/Bicycle Safety

**Countermeasure Strategy:** Pedestrian Safety Countermeasures: Enforcement  
High-Visibility Enforcement at Pedestrian Crossings: CTW 3 Star Citation

**Location:** Statewide

**Agency Type:** College/University

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

**Budget:** \$100,000

<b>Project Name:</b>	Florida's Comprehensive Pedestrian and Bicycle Safety Program
<b>Subrecipient:</b>	University of North Florida - Institute of Police Technology and Management (IPTM)
<b>Project Number:</b>	PS-2025-00062
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Pedestrian/Bicycle Safety
<b>Countermeasure Strategy:</b>	<ul style="list-style-type: none"> <li>• Pedestrian Safety Countermeasures: CTW Not Rated</li> </ul>
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	<p>The University of North Florida's Institute of Police Technology and Management will coordinate activities of Florida's Pedestrian and Bicycle Safety Coalition and oversee the implementation of Florida's Pedestrian Strategic Safety Plan. Coalition members include a diverse group of partners and stakeholders that are actively involved in the implementation of specific countermeasures based on data driven priorities and best practices. The efforts are based on the recommendations in the Statewide Pedestrian and Bicycle Safety Program Assessment that was conducted in the spring of 2021 and as outlined in the Highway Safety Program Guideline No. 14. This project is data-driven with clear goals to support the reduction of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists on Florida's roadways. Funding under this project provides the Institute of Police Technology and Management personnel and resources to manage Florida's Pedestrian and Bicycle Focused Initiative High Visibility Enforcement (HVE) Program and the contracts awarded to law enforcement agencies in the designated priority counties across Florida. These HVE contracts are paid using Federal Highway's Highway Safety Improvement Program (HSIP) funding to reimburse overtime for officers to conduct details directed towards reducing traffic crashes resulting in serious injuries and fatalities to pedestrians and bicyclists.</p>
<b>Budget:</b>	\$480,000

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

**Subrecipient:** University of North Florida - Institute of Police Technology and Management (IPTM)

**Project Number:** BGDA-2025-00065

**Federal Funding Source:** 405(g)

**Local Benefit:** N/A

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Pedestrian/Bicycle Safety

**Countermeasure Strategy:**

- Pedestrian Safety Countermeasures: CTW Not Rated
- Bicycle Safety Countermeasures: CTW Not Rated

**Location:** Statewide

**Agency Type:** College/University

**Project Description:** The University of North Florida's Institute of Police Technology and Management will conduct formative, process, outcome, and impact evaluations of the state's Comprehensive Pedestrian and Bicycle Safety program. The formative and process evaluations will be an ongoing evaluation process to determine if revisions need to be made to increase the effectiveness of the program. Collection and analysis of data includes public awareness of relevant laws, behaviors of bicyclists and pedestrians at or near high-crash locations, education and enforcement activities, and frequency and severity of traffic crashes.

**Budget:** \$205,000



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<b>Project Name:</b>	Peer-to-Peer University Bicyclist and Pedestrian Safety Education and Outreach Program
<b>Subrecipient:</b>	University of South Florida – Center for Urban Transportation Research
<b>Project Number:</b>	PS-2025-00007
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Pedestrian/Bicycle Safety
<b>Countermeasure Strategy:</b>	Pedestrian Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation University Educational Campaigns: CTW Unproven
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	The University of South Florida, Center for Urban Transportation Research (CUTR) will develop an educational program that includes a peer-to-peer educational training campaign targeted towards students at a minimum of five (5) state universities and/or colleges, in identified priority counties. CUTR will increase the knowledge of safe behavior when walking and biking and support greater compliance with traffic laws put into place to protect the safety of pedestrians and bicyclists. Quantitative analysis and measurement activities will be done to ensure the effectiveness of the program, including historical trends and growth, communication, presentations, and surveys.
<b>Budget:</b>	\$56,000

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**Project Name:** Project Safe Step

**Subrecipient:** Children’s Safety Village of Central Florida

**Project Number:** PS-2025-00380

**Federal Funding Source:** 402

**Local Benefit:** \$10,000

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Pedestrian/Bicycle Safety

**Countermeasure Strategy:**

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

**Location:** FDOT District 5

**Agency Type:** Non-Profit

**Project Description:** The Children’s Safety Village of Central Florida will offer elementary school-aged pedestrian training through partnerships with schools and other partners, beginning with children watching videos and slide shows, followed by a series of questions to support education and learning. The Children’s Safety Village of Central Florida uses hands-on training exercises and a miniature city with realistic traffic lights, signs, and crossings that simulate real-life situations so that children learn how to correctly use traffic and crosswalk signals to safely cross the street with an adult or alone. The funding will be used to support expanding outreach to schools, parents, and programs in Central Florida that will be able to utilize the Safety Village’s facility to learn about pedestrian safety.

**Budget:** \$10,000

<b>Project Name:</b>	BikeSafetyQuiz Online Lesson for Schools
<b>Subrecipient:</b>	Florida Bicycle Association
<b>Project Number:</b>	PS-2025-00388
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$11,000
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Pedestrian/Bicycle Safety
<b>Countermeasure Strategy:</b>	<ul style="list-style-type: none"> <li>• Pedestrian Safety Countermeasures: Other Strategies for Behavior Change Elementary-Age Child Pedestrian Training: CTW 3 Star Citation</li> <li>• Bicycle Safety Countermeasures: Other Strategies for Behavior Change Bicycle Safety Education for Children: CTW 2 Star Citation</li> </ul>
<b>Location:</b>	Statewide
<b>Agency Type:</b>	Non-Profit
<b>Project Description:</b>	<p>The Florida Bicycle Association will implement a program that provides an online lesson in elementary and high schools, where students gain an understanding of bicycle safety and laws. The project encourages participation and focuses target areas in high-crash and/or urban areas within Florida located in Florida's top twenty-five (25) priority counties, as represented in the most recent published Florida's Pedestrian and Bicycle Focused Initiative Priority Counties Map. Through interactive, quiz-based lessons for child bicyclists, high-school bicyclists and high-school motorists, the Florida Bicycle Association's Bicycle Safety Quiz fills education gaps on car-bicycle interactions, the content and nuances of relevant laws, and avoidance of the most common crash types.</p>
<b>Budget:</b>	\$11,000

# PLANNING AND ADMINISTRATION

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

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

**Project Number:** PA-2025-00010

**Federal Funding Source:** 402

**Local Benefit:** \$0

**Planning and Administration:** Yes

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Planning and Administration

**Countermeasure Strategy:** Planning and Administration Countermeasures: CTW Not Rated

**Location:** Central Office

**Agency Type:** State Agency

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

**Budget:** \$500,000

<b>Project Name:</b>	Highway Safety Travel and Training
<b>Subrecipient:</b>	Florida Department of Transportation – State Safety Office
<b>Project Number:</b>	PA-2025-00004
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	Yes
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Planning and Administration
<b>Countermeasure Strategy:</b>	Planning and Administration Countermeasures: CTW Not Rated
<b>Location:</b>	Central Office
<b>Agency Type:</b>	State Agency
<b>Project Description:</b>	FDOT will receive reimbursement for travel expenses for FDOT State Safety Office staff to conduct federally required on-site monitoring of subgrant funded programs and to attend federally required professional development programs or workshops, training, and highway safety-related meetings. Prior approval is required for all out-of-state and conference travel. This project also allows for the reimbursement of travel costs for other traffic safety professionals to promote or address traffic safety issues in Florida. The goal of this project is to enable adequate and required project monitoring, provide training opportunities, and ensure FDOT State Safety Office staff and other traffic safety professionals attend relevant traffic safety meetings, conferences, and workshops.
<b>Budget:</b>	\$50,000

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**Project Name:** Florida Highway Traffic Safety Grant System Upgrade and Support

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

**Project Number:** PA-2025-00011

**Federal Funding Source:** 402

**Local Benefit:** \$0

**Planning and Administration:** Yes

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Planning and Administration

**Countermeasure Strategy:** Planning and Administration Countermeasures: CTW Not Rated

**Location:** Central Office

**Agency Type:** State Agency

**Project Description:** The FDOT State Safety office will purchase a grant management solution software package upgrade that can be technically supported in the coming years. Costs for the system upgrade, configuration, training, and documentation will be billed in the first year along with the annual maintenance support and hosting fee.

**Budget:** \$200,000



<b>Project Name:</b>	Traffic Safety Support
<b>Subrecipient:</b>	<del>The District Board of Trustees of</del> Tallahassee State College
<b>Project Number:</b>	PA-2025-00405
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	Yes
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Planning and Administration
<b>Countermeasure Strategy:</b>	Planning and Administration Countermeasures: CTW Not Rated
<b>Location:</b>	Central Office
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	Tallahassee State College will support three Traffic Safety Program Managers, two Traffic Safety Fiscal Assistants, one Traffic Safety Communications Specialist, and one Deputy Traffic Safety Administrator position that will work in the FDOT State Safety Office to supplement and support the state staff. The positions will be responsible for analyzing, directing, and monitoring highway safety countermeasure activities through traffic safety subgrant programs, communications management, and document management for invoice processing. Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration rather than a specific program area.
<b>Budget:</b>	\$645,000

## NHTSA Programs



**Chris Craig**  
Traffic Safety Administrator  
 > LEL Programs  
 > Paid Media

Last updated  
July 2024

### PLANNING & OPERATIONS



**Vacant**  
Deputy Traffic Safety Administrator  
 □ Subrecipient Training  
 □ Traffic Safety Coalition Coordination  
 > Planning and Administration



**Ariel Roland-Napier**  
Traffic Safety Fiscal Assistant  
 □ Subgrant and Invoice Tracking  
 □ File Management  
 □ Administrative Duties



**Juanita Williams**  
Traffic Safety Operations Coordinator  
 □ Electronic Grants Management  
 □ Annual Plans and Reports  
 □ NHTSA Grants Tracking System  
 > Planning and Administration



**Vacant**  
Traffic Safety Fiscal Assistant  
 □ Subgrant and Invoice Tracking  
 □ File Management  
 □ Administrative Duties



**Vacant**  
Communications Specialist  
 □ Communications and Outreach Support

### FINANCIAL



**Adriane Liedy**  
Traffic Safety Financial Analyst  
 □ Invoice Auditing and Processing



**Amanda Chipman**  
Traffic Safety Financial Analyst  
 □ Invoice Auditing and Processing



**Bettina Haye-Morrison**  
Traffic Safety Financial Analyst  
 □ Invoice Auditing and Processing



**Sharayton Kalkai**  
Traffic Safety Financial Analyst  
 □ Invoice Auditing and Processing

### PROGRAM MANAGEMENT



**Lakeisha White**  
Traffic Safety Program Manager  
 > Impaired Driving



**Willem DeGreef**  
Traffic Safety Program Manager  
 > Aging Road Users  
 > Occupant Protection



**Brandy French**  
Traffic Safety Program Manager  
 > Teen Driver Safety  
 > Public Traffic Safety Prof. Training



**Edith Peters**  
Traffic Safety Program Manager  
 > Motorcycle Safety  
 > Work Zone Safety



**Charlton Bradley**  
Traffic Safety Program Manager  
 > Traffic Records  
 > Distracted Driving



**Vacant**  
Traffic Safety Program Manager  
 > Pedestrian and Bicycle Safety  
 > Community Traffic Safety Teams



**Rebecca Aragon**  
Traffic Safety Program Manager  
 > Speeding and Aggressive Driving



**Zach Sheffield**  
Traffic Safety Program Manager  
 > Speeding and Aggressive Driving  
 □ Property Monitoring



**Vacant**  
Traffic Safety Program Manager  
 > Mini Enforcement Subgrants

**FDOT Position**

**Grant Funded Position**

- > Italics indicates subgrants managed
- Indicates major duties outside of subgrant management

# POLICE TRAFFIC SERVICES - LEL

<b>Project Name:</b>	Florida Law Enforcement Liaison (LEL) Program
<b>Subrecipient:</b>	University of North Florida - Institute of Police Technology and Management (IPTM)
<b>Project Number:</b>	PT-2025-00201
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Traffic Enforcement Services
<b>Countermeasure Strategy:</b>	Law Enforcement Liaison Countermeasures: CTW Not Rated
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	<p>The University of North Florida's Institute of Police Technology and Management will receive funding to support the Law Enforcement Liaison (LEL) Program, which promotes statewide highway traffic safety initiatives promoted by the FDOT State Safety Office. The LEL Program, through its Law Enforcement Liaisons, will partner with law enforcement agencies to promote and increase participation in the 3 NHTSA traffic safety national enforcement waves and the annual Florida Law Enforcement Liaison Traffic Safety Challenge to increase awareness and participation in traffic safety-related efforts. Funding will reimburse salaries and benefits of personnel assigned to the LEL program, their travel, vehicles and maintenance, storage, and office supplies. The program has set a goal of maintaining a minimum of 85 percent participation by Florida law enforcement agencies reporting on highway traffic safety initiatives. The LEL initiative will support the goal of encouraging statewide enforcement of traffic safety laws to reduce traffic fatalities.</p>
<b>Budget:</b>	\$1,022,000

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

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

**Project Number:** M50T-2025-00206

**Federal Funding Source:** 405(d)

**Local Benefit:** N/A

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** 405d Mid Other Based on Problem ID

**Countermeasure Strategy:** Law Enforcement Liaison Countermeasures: CTW Not Rated

**Location:** Statewide

**Agency Type:** College/University

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

**Budget:** \$100,000



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

**Subrecipient:** University of North Florida - Institute of Police Technology and Management (IPTM)

**Project Number:** M2HVE-2025-00207

**Federal Funding Source:** 405(b)

**Local Benefit:** \$

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Safety Belts

**Countermeasure Strategy:** Law Enforcement Liaison Countermeasures: CTW Not Rated

**Location:** Statewide

**Agency Type:** College/University

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

**Budget:** \$100,000





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

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

**Project Number:** PT-2025-00208

**Federal Funding Source:** 402

**Local Benefit:** \$0

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Traffic Enforcement Services

**Countermeasure Strategy:** Law Enforcement Liaison Countermeasures: CTW Not Rated

**Location:** Statewide

**Agency Type:** College/University

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

**Budget:** \$200,000



# PUBLIC TRAFFIC SAFETY PROFESSIONALS TRAINING

**Project Name:** (See below)

**Subrecipient:** (See below)

**Project Name:** (See below)

**Project Number:** (See below)

**Federal Funding Source:** (See below)

**Local Benefit:** \$1,552,000

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:**

- 402 Traffic Enforcement Services
- 405(d) Mid Training
- ~~405(g) Training~~

**Countermeasure Strategy:** Training: CTW Not Rated

**Location:** Statewide

**Agency Type:** College/University – Law Enforcement Training

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

**Budget:** \$2,754,000

Subrecipient	Project Name	Project Number	Federal Funding Source	Local Benefit	Budget
University of North Florida - Institute of Police Technology and Management (IPTM)	Digital Photography for Traffic Crash Investigators	PT-2025-00139	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Energy Methods and Damage Analysis in Traffic Crash Reconstruction	PT-2025-00204	402	\$20,000	\$20,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Event Data Recorder Use in Traffic Crash Reconstruction - Level I	PT-2025-00242	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Event Data Recorder Use in Traffic Crash Reconstruction - Level II	PT-2025-00227	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Human Factors in Traffic Crash Reconstruction	PT-2025-00100	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Human Factors in Pedestrian/Bicycle Reconstruction	PT-2025-00225	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Investigation of Motorcycle Crashes - Level I	PT-2025-00101	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Investigation of Motorcycle Crashes - Level II	PT-2025-00102	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Pedestrian/Bicycle Crash Investigation - Level I	PT-2025-00222	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Police Motorcycle Instructor	PT-2025-00140	402	\$100,000	\$100,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Traffic Crash Reconstruction - Level II	PT-2025-00142	402	\$20,000	\$20,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Advanced Marijuana Impaired Driving Detection for Law Enforcement	AL-2025-00226	402	\$75,000	\$75,000

Subrecipient	Project Name	Project Number	Federal Funding Source	Local Benefit	Budget
University of North Florida - Institute of Police Technology and Management (IPTM)	Advanced Roadside Impaired Driving Enforcement (ARIDE)	AL-2025-00229	402	\$150,000	\$150,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing	AL-2025-00232	402	\$225,000	\$225,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing Instructor Development	AL-2025-00233	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Drug Evaluation and Classification Program	M5TR-2025-00236	405(d)	N/A	\$778,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Drug Recognition Expert (DRE) Preparatory Class (Online)	AL-2025-00231	402	\$20,000	\$20,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	AL-2025-00235	402	\$45,000	\$45,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Medical Foundations of Visual Systems Testing	AL-2025-00234	402	\$40,000	\$40,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	<del>BGTR-2025-00064</del> PS-2025-00064	<del>405(g)</del> 402	N/A	\$295,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Sobriety Checkpoint Operations (Online)	AL-2025-00237	402	\$20,000	\$20,000
University of North Florida - Institute of Police Technology and Management (IPTM)	Winning the Florida Drivers License Hearing: What You Need To Know (Online)	AL-2025-00238	402	\$30,000	\$30,000

Subrecipient	Project Name	Project Number	Federal Funding Source	Local Benefit	Budget
Florida Department of Highway Safety and Motor Vehicles (FLHSMV)	Legal Training for DUI Administrative Hearings	M5CS-2025-00039	405(d)	N/A	\$79,000
Florida Department of Law Enforcement	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	M5TR-2025-00363	405(d)	N/A	\$50,000
<del>The District Board of Trustees of Tallahassee State College</del>	Advanced Traffic Homicide Investigation	PT-2025-00056	402	\$80,000	\$80,000
<del>The District Board of Trustees of Tallahassee State College</del>	Basic Traffic Homicide Investigation	PT-2025-00109	402	<del>\$95,000</del> \$140,000	<del>\$95,000</del> \$140,000
<del>The District Board of Trustees of Tallahassee State College</del>	Breath Test Operator	AL-2025-00154	402	<del>\$42,000</del> \$82,000	<del>\$42,000</del> \$82,000
<del>The District Board of Trustees of Tallahassee State College</del>	Crash Scene Mapping with Speed Lasers	PT-2025-00143	402	\$45,000	\$45,000
<del>The District Board of Trustees of Tallahassee State College</del>	Speed Measurement Instructor Course	PT-2025-00145	402	\$35,000	\$35,000
<del>The District Board of Trustees of Tallahassee State College</del>	Speed Measurement Course	PT-2025-00144	402	<del>\$75,000</del> \$150,000	<del>\$75,000</del> \$150,000
<del>The District Board of Trustees of Tallahassee State College</del>	Traffic Crash Reconstruction	PT-2025-00110	402	\$75,000	\$75,000

# SPEEDING AND AGGRESSIVE DRIVING

<b>Project Name:</b>	Aggressive Driving and Street Racing Education
<b>Subrecipient:</b>	The United Safety Council
<b>Project Number:</b>	SC-2025-00312
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$29,000
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Speed Management
<b>Countermeasure Strategy:</b>	Speeding and Speed Management Countermeasures: CTW Not Rated
<b>Location:</b>	Orlando and Brevard County
<b>Agency Type:</b>	Non-Profit
<b>Project Description:</b>	The Florida Safety Council works in a community that is experiencing high levels of aggressive driving and street racing. They will receive funding to conduct aggressive driving courses. The courses will entail: the effective sharing of tools and techniques necessary to identify triggers, understanding the source of learned behaviors, overcoming the desire to respond impulsively to situations and people, and applying a variety of cognitive behavior awareness tools in order to modify and manage reactions and resolve conflicts. The goal of these courses is to help the offenders accept responsibility for their behavior while teaching them to identify triggers, understand risk, and modify their behavior.
<b>Budget:</b>	\$29,000

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**Project Name:** (See below)

**Subrecipient:** (See below)

**Project Number:** (See below)

**Federal Funding Source:** 402

**Local Benefit:** \$4,298,000

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Speed Management

**Countermeasure Strategy:**

- 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

**Location:** (See below)

**Agency Type:** Law Enforcement

**Project Description:** The following enforcement agencies work in communities that have high numbers of fatalities and serious injuries due to reported speeding and aggressive driving and currently rank in the top 40% of the FY 2025 Highway Safety Matrix for having speeding and aggressive driving issues. They will receive funding to conduct speeding and aggressive driving countermeasures that include overtime salaries, benefits, and limited equipment necessary for successful enforcement. The goal of each project is to reduce fatalities and injuries resulting from speeding and aggressive driving by using data-driven approaches.

**Budget:** \$4,798,000



Subrecipient	Project Name	Project Number	Local Benefit	Budget
Apopka Police Department	Enforcement of Speeding and Aggressive Driving in Apopka	SC-2025-00192	\$45,000	\$45,000
Bay County Sheriff's Office	Speed and Aggressive Driving	SC-2025-00155	\$75,000	\$75,000
Boynton Beach Police Department	Boynton Beach Speed and Aggressive Driving Initiative	SC-2025-00320	\$30,000	\$30,000
Broward Sheriff's Office	Broward Aggressive Safety and Enforcement Project	SC-2025-00317	\$200,000	\$200,000
Cape Coral Police Department	Cape Coral Speed and Aggressive Driving Enforcement	SC-2025-00077	\$95,000	\$95,000
Citrus County Sheriff's Office	Safer Coast Speeding and Aggressive Driving Prevention	SC-2025-00057	\$30,000	\$30,000
Delray Beach Police Department	Delray Beach Police Speeding and Aggressive Driving Enforcement Program	SC-2025-00185	\$150,000	\$150,000
Florida Highway Patrol	Speeding and Aggressive Driving Enforcement	SC-2025-00443	\$0	\$500,000
Fort Myers Police Department	Speeding and Aggressive Initiative	SC-2025-00385	\$80,000	\$80,000
Haines City Police Department	Speeding and Aggressive Driving	SC-2025-00259	\$28,000	\$28,000
Hardee County Sheriff's Office	Speed and Aggressive Driving Awareness Campaign	SC-2025-00083	\$25,000	\$25,000
Hendry County Sheriff's Office	Hendry County Sheriff's Office Speed and Aggressive Driving Program	SC-2025-00458	\$100,000	\$100,000
Hernando County Sheriff's Office	Aggressive Driving Traffic Enforcement Program	SC-2025-00418	\$82,000	\$82,000
Hialeah Police Department	Speeding and Aggressive Driving Enforcement	SC-2025-00005	\$98,000	\$98,000
Hillsborough County Sheriff's Office	Speed: Know Your Limits	SC-2025-00084	\$350,000	\$350,000
Holly Hill Police Department	Aggressive Driving and Speeding Project	SC-2025-00412	\$56,000	\$56,000
Jackson County Sheriff's Office	Jackson County Sheriff's Office Speed and Aggressive Driving Program	SC-2025-00456	\$35,000	\$35,000

Jacksonville Sheriff's Office	Speeding and Aggressive Driving Project	SC-2025-00311	\$200,000	\$200,000
Jupiter Police Department	Speed and Aggressive Driving	SC-2025-00248	\$26,000	\$26,000
Lake City Police Department	STEP – Speed and Aggressive Driving	SC-2025-00328	\$15,000	\$15,000
Lauderhill Police Department	Addressing Aggressive Driving Through Education and Enforcement	SC-2025-00447	\$100,000	\$100,000
Leon County Sheriff's Office	Leon County Sheriff's Office Speed and Aggressive Driving Program	SC-2025-00130	\$50,000	\$50,000
Live Oak Police Department	Speed and Aggressive Driving Enforcement	SC-2025-00265	\$40,000	\$40,000
Martin County Sheriff's Office	Speeding and Aggressive Driving Initiative	SC-2025-00152	\$50,000	\$50,000
Miami-Dade Sheriff's Office <del>Police Department</del>	Miami-Dade Speed and Aggressive Driving Program	SC-2025-00421	\$300,000	\$300,000
Ocala Police Department	Speeding and Aggressive Driving	SC-2025-00073	\$55,000	\$55,000
Okaloosa County Sheriff's Office	City of Destin Speed and Aggressive Driving Program	SC-2025-00279	\$50,000	\$50,000
Okeechobee County Sheriff's Office	Okeechobee Slow Down and Drive Safe	SC-2025-00132	\$80,000	\$80,000
Opa-Locka Police Department	City of Opa-locka Speed and Aggressive Driving	SC-2025-00393	\$25,000	\$25,000
Orange County Sheriff's Office	Speeding and Aggressive Driving Project	SC-2025-00089	\$300,000	\$300,000
Orlando Police Department	Speeding and Aggressive Driving Enforcement	SC-2025-00090	\$60,000	\$60,000
Palm Bay Police Department	Know Your Limits	SC-2025-00342	\$48,000	\$48,000
Palm Beach County Sheriff's Office	Palm Beach County Speeding and Aggressive Driving Enforcement Strategy	SC-2025-00396	\$175,000	\$175,000
Palm Beach Gardens Police Department	Speeding and Aggressive Driving Initiative	SC-2025-00262	\$45,000	\$45,000
Panama City Beach Police Department	Targeted Enforcement Against Speed and Aggressive Driving	SC-2025-00281	\$75,000	\$75,000
Pinellas County Sheriff's Office	Strategic Policing through Education and Enforcement for Drivers (SPEED)	SC-2025-00103	\$125,000	\$125,000
Pinellas Park Police Department	Speed and Aggressive Driving Enforcement	SC-2025-00293	\$100,000	\$100,000

Plantation Police Department	Speeding and Aggressive Driving	SC-2025-00347	\$70,000	\$70,000
Port Richey Police Department	Speed and Aggressive Driving	SC-2025-00457	\$50,000	\$50,000
Sarasota Police Department	Speed and Aggressive Driving Enforcement	SC-2025-00029	\$115,000	\$115,000
South Miami Police Department	South Miami Speed and Aggressive Driving Program	SC-2025-00126	\$30,000	\$30,000
Tallahassee Police Department	Speeding and Aggressive Driving	SC-2025-00123	\$67,000	\$67,000
Tampa International Airport Police Department	Speed and Aggressive Driving	SC-2025-00106	\$85,000	\$85,000
Tampa Police Department	Tampa Safe Travels 2025	SC-2025-00193	\$290,000	\$290,000
Tequesta Police Department	Speeding and Aggressive Driving	SC-2025-00113	\$30,000	\$30,000
West Palm Beach Police Department	Speeding and Aggressive Driving	SC-2025-00216	\$123,000	\$123,000
Winter Haven Police Department	Winter Haven Police Department Speed and Aggressive Driving	SC-2025-00299	\$40,000	\$40,000



**Project Name:** Interstate Speed Prevention Project

**Subrecipient:** (See below)

**Project Number:** (See below)

**Federal Funding Source:** 402

**Local Benefit:** \$615,000

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Speed Management

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

**Location:** (See below)

**Agency Type:** Law Enforcement

**Project Description:** The following enforcement agencies work in communities that have portions of Florida's interstate system running within their jurisdiction and will be collaborating with the Florida Highway Patrol to enforce speeding and aggressive driving on Florida's interstates. They will receive funding to conduct speeding and aggressive driving countermeasures that include overtime salaries, benefits, and limited equipment necessary for successful enforcement. The goal of each project is to reduce fatalities and injuries resulting from speeding and aggressive driving by using data-driven approaches.

**Budget:** \$615,000

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Brevard County Sheriff's Office	Interstate Speed Prevention Project	SC-2025-00287	\$80,000	\$80,000
Charlotte County Sheriff's Office	Interstate Speed Prevention Project	SC-2025-00298	\$100,000	\$100,000
Collier County Sheriff's Office	Interstate Speed Prevention Project	SC-2025-00413	\$125,000	\$125,000
Florida Department of Agriculture and Consumer Services	Interstate Speed Prevention Project	SC-2025-00199	\$40,000	\$40,000

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Madison County Sheriff's Office	Interstate Speed Prevention Project	SC-2025-00035	\$60,000	\$60,000
Sarasota County Sheriff's Office	Interstate Speed Prevention Project	SC-2025-00387	\$160,000	\$160,000
Sunrise Police Department	Interstate Speed Prevention Project	SC-2025-00253	\$50,000	\$50,000





# TEEN DRIVER SAFETY

<b>Project Name:</b>	(See below)
<b>Subrecipient:</b>	(See below)
<b>Project Number:</b>	(See below)
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$276,000
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Teen Safety Program
<b>Countermeasure Strategy:</b>	Young Driver Countermeasures: Enforcement Enforcement of GDL: CTW 2 Star Citation
<b>Location:</b>	(See below)
<b>Agency Type:</b>	Law Enforcement
<b>Project Description:</b>	The following enforcement agencies work in communities that have high numbers of fatalities and serious injuries due to teen driving and currently rank in the top 40% of the FY 2025 Highway Safety Matrix. They will receive funding to conduct teen driver-related countermeasures, such as education, Graduated Driver's License (GDL) enforcement, distracted driving, speeding in school zones, and zero-tolerance laws that include overtime salaries and benefits necessary for successful enforcement. The goal of each project is to reduce teen driver-related fatalities and injuries by using data-driven approaches.
<b>Budget:</b>	\$276,000



Subrecipient	Project Name	Project Number	Local Benefit	Budget
Cape Coral Police Department	Cape Coral Teen Driving Safety Education Program	TSP-2025-00275	\$42,000	\$42,000
Hillsborough County Sheriff's Office	Teen Driver Education and Enforcement Operation	TSP-2025-00082	\$150,000	\$150,000
Plantation Police Department	Teen Driver Safety	TSP-2025-00403	\$84,000	\$84,000



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**Project Name:** (See below)

**Subrecipient:** (See below)

**Project Number:** (See below)

**Federal Funding Source:** 402

**Local Benefit:** \$182,000

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Teen Safety Program

**Countermeasure Strategy:**

- 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

**Location:** (See below)

**Agency Type:** Law Enforcement

**Project Description:** The following law enforcement agencies will educate and train teenage drivers through the Teen Driver Challenge (TDC) program created by the Florida Sheriffs Association in 2007. Licensed teens ages 16-19 within their respective Counties will have the opportunity to take a post-licensure or second tier driver education program, as described in The Countermeasures the Works, Eleventh Edition, Chapter 7 free of charge. Funding will be used to pay law enforcement overtime, purchase training materials, print needed paperwork, purchase display materials, and an enclosed trailer to meet the goal of the program, which is to educate the teens within their respective counties and help reduce the rate of crashes, serious injuries, and fatalities amongst teen drivers in the area.

**Budget:** \$182,000

Subrecipient	Project Name	Project Number	Local Benefit	Budget
<del>Broward Sheriff's Office</del>	<del>Teen Driver Challenge Education Program</del>	<del>TSP-2025-00246</del>	<del>\$21,000</del>	<del>\$21,000</del>
Flagler County Sheriff's Office	Teen Driver Challenge Education Program	TSP-2025-00286	\$50,000	\$50,000
Hardee County Sheriff's Office	Teen Driver Challenge Education Program	TSP-2025-00452	\$16,000	\$16,000
Jackson County Sheriff's Office	Teen Driver Challenge Education Program	TSP-2025-00459	\$20,000	\$20,000
Manatee County Sheriff's Office	Teen Driver Challenge Education Program	TSP-2025-00391	\$25,000	\$25,000
Sarasota County Sheriff's Office	Teen Driver Challenge Education Program	TSP-2025-00469	\$40,000	\$40,000
Sumter County Sheriff's Office	Teen Driver Challenge Education Program	TSP-2025-00378	\$10,000	\$10,000



<b>Project Name:</b>	Drive with CARE
<b>Subrecipient:</b>	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)
<b>Project Name:</b>	Drive with CARE
<b>Project Number:</b>	TSP-2025-00020
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Teen Safety Program
<b>Countermeasure Strategy:</b>	<ul style="list-style-type: none"> <li>• Young Driver Countermeasures: Other Strategies for Behavior Change Programs to Assist Parents/Guardians of Young Drivers: CTW 2 Star Citation</li> <li>• Young Driver Countermeasures: Approaches That Are Unproven or Need Further Evaluation Pre-Licensure Driver Education: CTW Unproven</li> <li>• Young Driver Countermeasures: Approaches That Are Unproven or Need Further Evaluation Advanced Driver Training Course: CTW Unproven</li> </ul>
<b>Location:</b>	Statewide
<b>Agency Type:</b>	State Agency
<b>Project Description:</b>	The Florida Department of Highway Safety and Motor Vehicles will continue to provide an interactive teen outreach program, primarily in high school settings, to explain driving laws, GDL restrictions, violation penalties, courteous vs. aggressive driving, alert vs. distracted driving, impaired driving, and safety belt usage. The goal of the program is to reach teens during the graduated licensing stage to impart an understanding of safe driving skills and behaviors as well as the consequences of making risky, unsafe driving decisions. This will be accomplished by providing various educational materials, digitally creative files to partnered organizations, presentations, and outreach events.
<b>Budget:</b>	\$73,000

<b>Project Name:</b>	Florida Teen Traffic Safety
<b>Subrecipient:</b>	<del>The District Board of Trustees of</del> Tallahassee State College
<b>Project Number:</b>	TSP-2025-00411
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Teen Safety Program
<b>Countermeasure Strategy:</b>	<ul style="list-style-type: none"> <li>• Young Driver Countermeasures: Other Strategies for Behavior Change Programs to Assist Parents/Guardians of Young Drivers: CTW 2 Star Citation</li> <li>• Young Driver Countermeasures: Approaches That Are Unproven or Need Further Evaluation Pre-Licensure Driver Education: CTW Unproven</li> <li>• Young Driver Countermeasures: Approaches That Are Unproven or Need Further Evaluation Advanced Driver Training Course: CTW Unproven</li> </ul>
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	<p>Tallahassee State College will continue to support a full-time coordinator and two program specialists who will administer and oversee teen traffic safety-related activities and the statewide Florida Teen Safe Driving Coalition (FTSDC). The coordinator will continue to plan and execute the coalition's quarterly meetings, during which time members with specific knowledge, expertise, and commitment to teen traffic safety generate and support strategically developed initiatives driven by data and community needs. Community outreach and education will also be facilitated through "Weeks of Awareness" during which time a traffic safety presentation will be presented</p>



to students at approximately 50 high schools across Florida. Speaker topics and stories can range from distracted driving, impaired driving, occupant protection, peer pressure in a vehicle, speeding and aggressive driving, and how to speak up when you feel unsafe in a car as a passenger.

Budget: \$1,600,000

## Florida Graduated Driver Licensing

Gradually permitting your teen to drive - It's the law



### FL Teen Driver Curfew

**Learner's License:** Curfew restrictions apply to all ages that hold a learner's license credential, even 18+

**Ages 15+** 15 is the minimum age requirement for a Learner's License. Driver must always have a licensed driver 21+ in the front passenger seat. For the first 3 months, driving is limited to daylight hours only. After first 3 months, until 10 PM.

**Driver License:** Curfew restrictions apply unless driving to or from work OR accompanied by a licensed driver 21+

**Age 16** Driving is allowed from 6 AM to 11 PM

**Age 17** Driving is allowed from 5 AM to 1 AM

TEEN SAFE DRIVING COALITION

FLTeenSafeDriver.org

FDOT





# TRAFFIC RECORDS

<b>Project Name:</b>	Field Data Collection for National Medical Services Information System (NEMSIS)
<b>Subrecipient:</b>	Florida Department of Health
<b>Project Number:</b>	M3DA-2025-00125
<b>Federal Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Traffic Records
<b>Countermeasure Strategy:</b>	Traffic Records Countermeasures: CTW Not Rated
<b>Location:</b>	Central Office
<b>Agency Type:</b>	State Agency
<b>Project Description:</b>	<p>The Health Information and Policy Analysis Section operates the Emergency Medical Services Tracking and Reporting System (EMSTARS) program. Currently, that program and data repository is administered using an existing commercial off-the-shelf solution known as EMSTARS-CDX. The NEMSIS program is the foundation for national EMS data collection and reporting standards and creates an environment for data sharing between local, state, and national databases. This system collects EMS incident level data in compliance with the NEMSIS Version 3 (V3) standard and the Florida Data Dictionaries Version 3.4 (V3.4) and Version 3.5 (V3.5) standards.</p> <p>The implementation of the NEMSIS V3 data standard improves the compatibility and interoperability of data between state and local systems and the national data system. The NEMSIS V3 standard is inclusive of NEMSIS Version 3.4 and NEMSIS Version 3.5. The NEMSIS V3 standard creates an environment where data can be easily shared or moved between agencies, states, and national data repositories with the implementation of standard methods for transporting data between systems, documented file structure and data definitions for information exchange between local, state, and national databases. The NEMSIS V3 standard and its framework is</p>

necessary to enable greater integration between related databases at the local, state, and national level, as well as enable NEMSIS to achieve an HL7 certification. Florida adopted the national standards from NEMSIS and is currently transitioning all participating state EMS agencies to the NEMSIS V3.5 and V3.5.1 data standards beginning 2023.

Contractual services are required to continue the transition of developing and maintaining complete, accurate, uniform, and timely EMS data as a major component of the Traffic Records Information System (TRIS). These resources will concentrate on the improvement of the completeness of Florida's EMS system data by 1) continuing to increase the number of EMS provider agency runs being submitted to the state repository in compliance with the current National EMS Information System and 2) continuing with agency transitions to the new V3.5 standards. Both objectives further the implementation of the EMS Prehospital Data Collection and Reporting System and enable greater usage of the EMS data for linkages and integration with other data sets. The subgrant will fund a Project Manager, Technical Business Analyst, Data Modeler/Migration Specialist and Business Intelligence Analyst/Developer, along with data hosting services, required vendor change orders, and travel expenses to educate local EMS agencies on data collection standards and to attend conferences for implementation planning.

**Budget:**

**\$528,000**



<b>Project Name:</b>	Crash and Uniform Traffic Citation (UTC) Data Improvement
<b>Subrecipient:</b>	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)
<b>Project Number:</b>	M3DA-2025-00099
<b>Federal Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	405c Data Program
<b>Countermeasure Strategy:</b>	Traffic Records Countermeasures: CTW Not Rated
<b>Location:</b>	Central Office
<b>Agency Type:</b>	State Agency
<b>Project Description:</b>	<p>The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) serves as the official custodian of Florida’s driver, motor vehicle, crash, and citation/adjudication datasets, which are four of the six traffic records data systems. NHTSA has identified these systems as being critical to improving traffic safety and reducing the number of fatalities and serious injuries on Florida’s roadways. Improving the data quality attributes of the crash and UTC datasets supports the FLHSMV’s Strategic Plan to improve traffic records information systems. An improvement in these strategic objectives further enhances the State’s data-driven approach to developing traffic safety initiatives and law enforcement countermeasures. This project directly affects Florida’s Citation/Adjudication and Crash traffic data systems, by using the established performance measures to implement actionable strategies to improve the accuracy, completeness, and uniformity of these two key parts of the Traffic Records Information System.</p> <p>Without quality, accessible, and uniform data, traffic safety problems cannot be adequately identified, which in turn reduces the effectiveness of countermeasures and evaluations that federal, state, and local stakeholders use for improving traffic safety. These stakeholders who utilize the crash data include: the FDOT for mapping the crash on the Florida roadway network to identify roadway issues and take measures to prevent, or lessen the severity of future crashes; the Florida Department of Health to evaluate Emergency Medical Services responses to crashes in order to improve patient outcomes</p>

when injured in traffic crashes; the NHTSA which uses crash data to evaluate vehicle safety features, such as restraint system use and effectiveness; and the Florida Department of Education for evaluating and improving bus safety.

To assist in the timely identification and resolution of these potential duplicates, both during implementation and beyond, additional human resources are needed to specifically address these records. FLHSMV will further use these record resolutions to improve the citation dataset by identifying, where applicable, common reasons why duplicates may be occurring and to provide training, etc., to aid in the reduction of duplicate creation moving forward. This serves Florida as well as the rest of the country.

Other Personnel Services (OPS) Record Technicians staff will be used to assist in the evaluation of current driver history data to identify and resolve potential duplicates, as well as other data quality issues (deceased drivers, etc.), that may hinder effective participation. Further, these resources would be used for data quality to quickly resolve the go-live duplicates identified as other states join State to State (S2S). These efforts will reduce the risk of increased cost due to migrating unnecessary records into the new system (for which Florida is charged a per record fee). They will also help increase the accessibility, accuracy, and uniformity of the driver history record system.

An OPS Management Analyst will be responsible for communicating technical database needs and requirements to improve the crash database and records. Due to limited Information Systems Administration resources, the Department is requesting contractual services to hire a Senior Developer to work alongside the OPS Management Analyst. This resource will be fully dedicated to the crash objectives of this project, focus on crafting efficient and scalable code, and provide problem solving and technical skills. They could refactor code to improve performance, enhancing the user experience, provide expertise in database design, software development, stored procedure, programming, as well as contributing their insights to strategic decision-making.

**Budget:** **\$673,000**

<b>Project Name:</b>	Driver and Vehicle Data Quality Improvement
<b>Subrecipient:</b>	Florida Department of Highway Safety and Motor Vehicles (FLHSMV)
<b>Project Number:</b>	TR-2025-00112
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Traffic Records
<b>Countermeasure Strategy:</b>	Traffic Records Countermeasures: CTW Not Rated
<b>Location:</b>	Central Office
<b>Agency Type:</b>	State Agency
<b>Project Description:</b>	<p>The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) serves as the official custodian of Florida’s driver, motor vehicle, crash, and citation/adjudication datasets, which are four of the six traffic records data systems. The National Traffic Highway Safety Administration (NHTSA) has identified these systems as being critical to improving traffic safety and reducing the number of fatalities and serious injuries on Florida’s roadways. In November of 2020, the NHTSA concluded their Traffic Records Assessment to provide their recommendations for improving Florida’s six traffic records systems. These recommendations will improve the data quality attributes of the driver and vehicle datasets and will also support the FLHSMV’s Strategic Plan to improve the Traffic Records Information System (TRIS). An improvement in these strategic objectives further enhances the State’s data-driven approach in developing traffic safety initiatives and law enforcement countermeasures.</p> <p>With over 95 million records in the FLHSMV driver and vehicle records systems, ensuring accurate and complete data is paramount for decision-making. Vulnerability to data quality issues is not only due to the high volume of data but also due to this data being utilized by many external sources and added to the FLHSMV records systems. This project directly affects Florida’s driver and vehicle traffic data systems and aims to improve and establish performance measures to implement actionable strategies to improve the</p>

accessibility, accuracy, completeness, integration, timeliness, and uniformity of the Traffic Records Information System.

As the third most populated state in the nation and with more than 95,000,000 records in the FLHSMV driver and vehicle records systems, the FLHSMV team will be tasked with improving its data quality control program and performance monitoring efforts for its driver and vehicle datasets. In 2022-2023, FLHSMV offices, third-party vendors, and county tax collectors' offices conducted over 36,000,000 transactions to pull data from external sources and add data to the FLHSMV records systems. Reliance on this data is evident as there were 1,200 sharing agreements and response to 56,000 public records requests for driver and vehicle data received by the Bureau of Records Public Records Unit in 2023.

To improve these data sets, the NHTSA 2020 Traffic Records Assessment recommended Florida improve its data quality control program and performance monitoring efforts by capturing baseline data and developing numeric goals to provide internal and external stakeholders with high-quality data for research and decision-making. A Project Analyst will be hired with professional experience in process improvement, project management, data analysis and reporting, data security, and systems evaluation. This position will be responsible for creating, monitoring, and updating a plan for implementing the project activities; gathering feedback and collaborating with data managers and users; providing a narrative of the current situation, rationale and methodology used; reporting findings and recommending processes for sustained ongoing monitoring and data quality management; evaluating and summarizing the overall effort. Additionally, the Project Analyst will create and maintain a report with performance measurements and metrics, report data measurements, provide recommendations to internal and external stakeholders, develop and conduct presentations, and handle administrative duties for subgrant reporting.

Overall, this project will continue building the foundation for a comprehensive data quality control program with performance measures for all six data quality attributes of timeliness, accuracy, completeness, uniformity, accessibility, and integration as recommended in the 2020 Traffic Records Assessment.

**Budget:** **\$148,000**



<b>Project Name:</b>	Electronic License and Vehicle Information System (ELVIS)
<b>Subrecipient:</b>	Florida State University
<b>Project Number:</b>	M3DA-2025-00282
<b>Federal Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	405c Data Program
<b>Countermeasure Strategy:</b>	Traffic Records Countermeasures: CTW Not Rated
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	<p>The Florida State University's ELVIS Team will continue to maintain and upgrade a data tool that provides access to the Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) data. This web-based service tool is provided without charge to local law enforcement agencies and is currently being utilized by 34,627 users and 279 various governmental agencies around the state.</p> <p>The ELVIS System will provide all Florida law enforcement agencies the ability to run queries include driver license and vehicle tag information, which is often repeated on crash, citation, and other traffic and criminal forms, or even more than once on the same form. Automating these responses helps criminal justice professionals prepare more accurate crash reports and citations, clear crashes more quickly, apprehend fugitives, and in general, assist law enforcement officers in performing their official duties more safely and provide them with information necessary to aid the public.</p> <p>The primary objective of this project is to improve the accuracy, uniformity, and timeliness of traffic records data collected within local agencies and submitted to the state level, by providing software for performing FCIC/NCIC queries and integrating the information returned into an agency's existing traffic records software.</p>
<b>Budget:</b>	\$633,000

<b>Project Name:</b>	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training
<b>Subrecipient:</b>	Florida State University
<b>Project Number:</b>	TR-2025-00350
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	405c Data Program
<b>Countermeasure Strategy:</b>	Traffic Records Countermeasures: CTW Not Rated
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	<p>The Florida State University's TraCS Team will continue development and enhancements to the TraCS National Model software to include updates to meet state and federal guidelines. Currently, TraCS Florida has approximately 29,000 users across 212 LEAs and is responsible for about 57% of statewide electronic crash report submittals. The TraCS staff will support current users, future officers, and IT staff at user agencies with technical support and training. Efforts will focus on rewriting external interfaces for case and form management, Florida Crime Information Center, and National Crime Information Center imports through various vendors and Signal Four Analytics' geo-location tool to work on both physical and web-based platforms.</p> <p>TraCS also reduces the amount of time it takes for accurate crash and citation data to move from the crash scene to the state. TraCS reports typically load into the statewide repository at a 99.99% error free rate. Case data is more accurate thanks to built-in validation checks, integration of an electronic location tool, and the ability for supervisors to review and approve crashes before submitting them to the state. TraCS integrates with Signal Four's GeoLocation tool. To date, there are 198 agencies which use the TraCS crash report, all of which are required to use the location tool to submit crash reports to the state. During FY 2025, TraCS will continue to work with Signal Four to improve the accuracy of the location data transmitted and accessibility of the location tool website. TraCS has begun to test mandating</p>

the location tool for citations as well, and there are currently 20 agencies and 3,115 users that are required to use the tool to submit citations to their local clerk. TraCS plans to continue to allow the location tool to be used on citations on a volunteer basis. There are 126 agencies using the Signal Four Diagram Tool. Using the Signal Four Diagram Tool ensures the diagram and the roadway information match, which improves accuracy. TraCS is participating in an electronic citation pilot and has begun transmitting citation data to the statewide repository instead of individual clerks' offices. There are currently 29 agencies submitting to the statewide repository across 12 counties. TraCS plans to increase this number during FY 2025 to help the state reach its 5-year goal of 100% citation submission to the statewide repository.

**Budget:** ~~\$1,336,000~~ \$1,386,000

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<b>Project Name:</b>	Traffic Records Coordinating Committee Support
<b>Subrecipient:</b>	<del>The District Board of Trustees of</del> Tallahassee State College
<b>Project Number:</b>	TR-2025-00402
<b>Federal Funding Source:</b>	402
<b>Local Benefit:</b>	\$0
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Traffic Records
<b>Countermeasure Strategy:</b>	Traffic Records Countermeasures: CTW Not Rated
<b>Location:</b>	Central Office
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	Tallahassee State College will contract with a consulting agency to provide technical advice and support to the Florida Traffic Records Coordinating Committee (TRCC) Executive Board and its subcommittees. The consulting agency will assist with the facilitation of meetings, preparation of meeting summary reports, host and maintain the Florida TRCC website, and provide additional meeting assistance and support for special projects.
<b>Budget:</b>	\$69,000

<b>Project Name:</b>	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics
<b>Subrecipient:</b>	University of Florida
<b>Project Number:</b>	M3DA-2025-00348
<b>Federal Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	Traffic Records
<b>Countermeasure Strategy:</b>	Traffic Records Countermeasures: CTW Not Rated
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	<p>The University of Florida’s Signal Four Analytics team will continue to provide a statewide crash and citation analytical system to approximately 5,500 users across 1,100 agencies and vendors. Signal Four Analytics allows users at local, regional, and state agencies the ability to analyze and create maps and statistical reports of crash and citation data in a consistent, uniform, and timely fashion.</p> <p>Signal Four Analytics is an operational system that helps advance 4 of 5 goals of Florida’s Traffic Information Systems. Over 5,500 end-users across over 1,100 agencies and vendors in law enforcement, transportation planning, traffic engineering, research institutions at the state, regional and local levels, rely on Signal Four Analytics for timely access to about 7 million crash records and over 30 million citations to perform their duties for improving traffic safety in the State. In the last 12 months from February 1, 2023, through January 31, 2024, Signal Four Analytics experienced over 102,000 dashboard views, over 220,000 queried issues, and over 1.3 million crash reports retrieved for viewing or download. With such a heavy user base, the interruption of this resource will lead to a major disruption of productivity and will severely limit crash and citations data accessibility and utilization for numerous government agencies in their efforts to prevent traffic injuries and fatalities and ultimately to save lives.</p> <p>Resources will contribute to personnel services to maintain and enhance Signal Four Analytics, travel for marketing and training, travel expenses and server and network support.</p>
<b>Budget:</b>	<b>\$882,000</b>

<b>Project Name:</b>	Geolocation and Crash Diagramming to Improve Crash Data Location, Timeliness, and Quality
<b>Subrecipient:</b>	University of Florida
<b>Project Number:</b>	M3DA-2025-00344
<b>Federal Funding Source:</b>	405(c)
<b>Local Benefit:</b>	N/A
<b>Planning and Administration:</b>	No
<b>Used for § 1300.41(b):</b>	No
<b>Eligible Use of Funds:</b>	405c Data Program
<b>Countermeasure Strategy:</b>	Traffic Records Countermeasures: CTW Not Rated
<b>Location:</b>	Statewide
<b>Agency Type:</b>	College/University
<b>Project Description:</b>	<p>FDOT's current crash location system has several limitations that are preventing FDOT staff from mapping crashes in a timely fashion. The system is antiquated, requires extensive training, and can only handle on-system crashes (i.e., crashes only on state-maintained roads). The FDOT uses a second system to locate off-road system crashes which operates differently from the on-system and as such requires different training and different data management practices. There are about 110 unique data elements (and over 330 on a typical report) on each long form crash report. Of those data elements, location fields exhibit the highest error rate at over 58% when geolocated on a street map. Consequently, only about 42% of crashes can be automatically geolocated using computer software. This is a major shortcoming that is frequently not addressed in our crash data systems. The location data elements of citations are even more problematic because the citation form has a less structured field breakdown of the location data elements which makes computer mapping of citations much more challenging. The error rate of geocoding citations is over 80%.</p> <p>Florida reports over 700,000 crash reports submitted by law enforcement agencies (LEAs) each year. Over 500,000 crash reports include a crash diagram based on Florida's crash data requirements and federal recommendations provided in the Model Minimum Uniform Crash Criteria Guidelines. This crash diagram is also needed by the FDOT staff to accurately locate crashes. At this time, many Florida LEAs do not have a diagramming</p>

tool on a geolocation platform which would eliminate the discrepancies between the crash address information and the depiction of the same location on the crash diagram. Current crash diagrams present the following problems:

- The crash diagrams are filled out by law enforcement officers independently of the geolocation. This creates discrepancies in the crash data between the crash address information and the depiction of the same location on the crash diagram. Such discrepancies get highlighted more in the crash narratives which make inconsistent references to the crash location that sometimes do not match the diagram.
- At present the diagramming tools in use by some electronic crash (e-crash) systems are time-consuming and not-user friendly. This limits the quality of the final diagrams and requires too much effort by officers to complete, which can affect the final completion of the entire crash report and reduce the accuracy, timeliness, and utilization of the crash data.

Currently the geolocation tool is being used by law enforcement agencies (LEA) who utilize the Traffic and Criminal Software (TraCS) supported by the Traffic Records Coordinating Committee (TRCC). Almost all TraCS agencies are mandating the use of the tool for crash reporting while the use for citation reporting steadily rises due to TraCS incorporating the tool on their e-citations system as an optional choice. SmartCOP has also implemented the tool and so far, the tool has been in use by Jacksonville Sheriff's Office for over 28 months. Other SmartCOP agencies are expected to follow in the next few months once SmartCOP updates to version 3.0 of the tool. More efforts are needed to expand the use of the tool by other vendors including Sungard/OSSI and leytek/LexisNexis. Additionally, we will continue to work with TraCS and SmartCOP to continue to support them with deployment and training.

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

**Budget:**

**\$600,000**



# WORK ZONE SAFETY

**Project Name:** (See below)

**Subrecipient:** (See below)

**Project Number:** (See below)

**Federal Funding Source:** 402

**Local Benefit:** \$910,000

**Planning and Administration:** No

**Used for § 1300.41(b):** No

**Eligible Use of Funds:** Speed Management

**Countermeasure Strategy:**

- 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

**Location:** (See below)

**Agency Type:** Law Enforcement

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

**Budget:** \$910,000

Subrecipient	Project Name	Project Number	Local Benefit	Budget
Broward Sheriff's Office	Broward Work Zone Safety and Enforcement Project	RS-2025-00360	\$125,000	\$125,000
Coconut Creek Police Department	City of Coconut Creek Work Zone Safety Enforcement	RS-2025-00220	\$75,000	\$75,000
Coral Springs Police Department	Work Zone Safety	RS-2025-00373	\$60,000	\$60,000
Hillsborough County Sheriff's Office	Work Zone Education and Enforcement Operation	RS-2025-00051	\$200,000	\$200,000
North Port Police Department	Work Zone Safety Enforcement	RS-2025-00436	\$120,000	\$120,000
Sarasota County Sheriff's Office	Watch Out Sarasota 2025	RS-2025-00384	\$160,000	\$160,000
Sumter County Sheriff's Office	Sumter County Work Zone Safety Enforcement	RS-2025-00376	\$20,000	\$20,000
Tampa Police Department	Safer Drivers Make for Safe Work Zones	RS-2025-00166	\$150,000	\$150,000

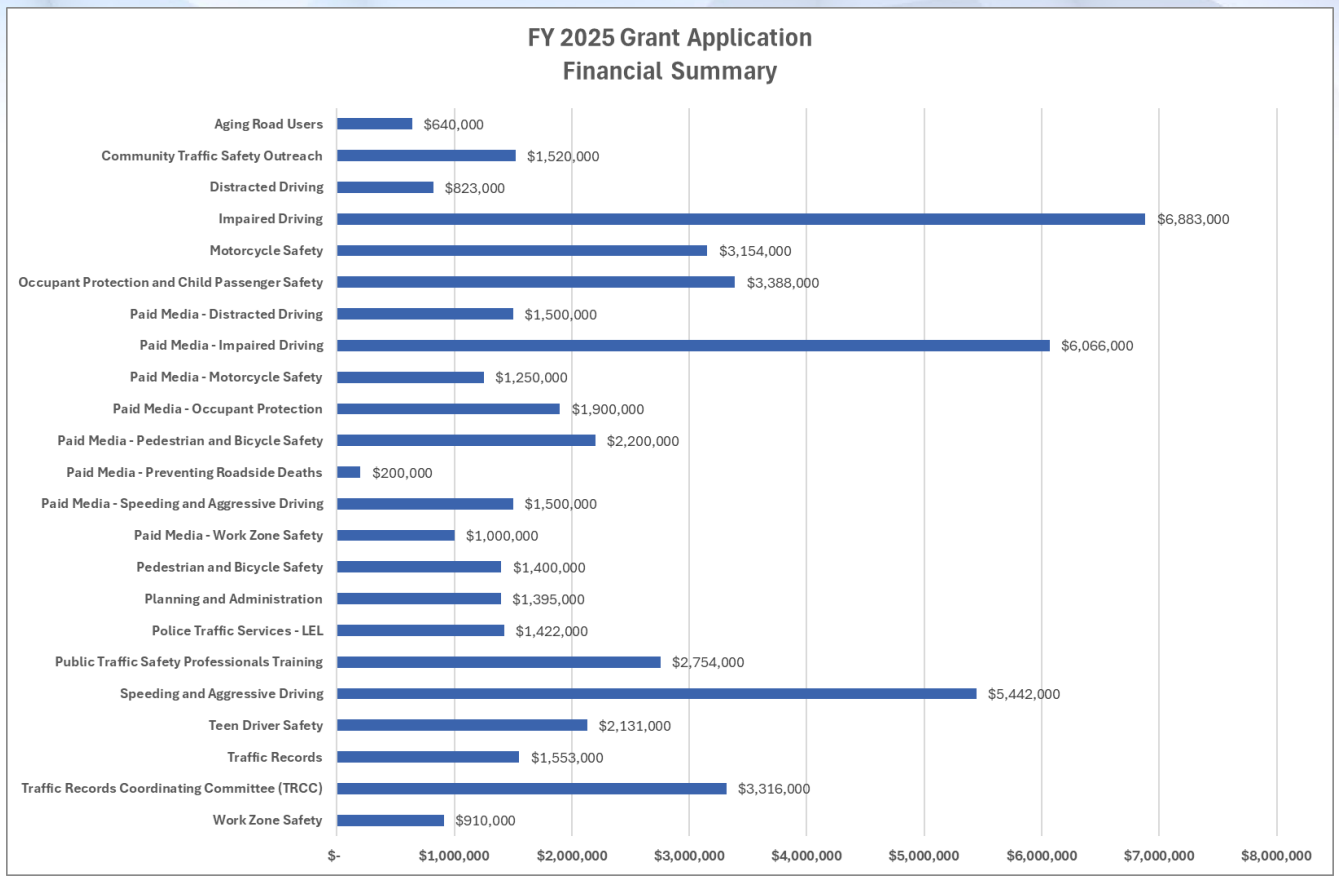


# FINANCIAL SUMMARY CHARTS

## FY 2025 Annual Grant Application Financial Summary

Sum of Final Funding Amount		Column Labels								
		405b (Occupant Protection)	405c (Traffic Records)	405d (Impaired Driving)	405e (Distracted Driving)	405f (Motorcyclist Safety)	405g (Non- Motorized Safety)	405h (Preventing Roadside Deaths)	405h	
FDOT Program Areas	402 (Grants)									Grand Total
Aging Road Users	\$ 640,000									\$ 640,000
Community Traffic Safety Outreach	\$ 1,670,000									\$ 1,670,000
Distracted Driving	\$ 823,000									\$ 823,000
Impaired Driving	\$ 3,180,000			\$ 3,703,000						\$ 6,883,000
Motorcycle Safety	\$ 3,154,000									\$ 3,154,000
Occupant Protection and Child Passenger Safety	\$ 2,943,000	\$ 411,000								\$ 3,354,000
Paid Media - Distracted Driving					\$ 1,500,000					\$ 1,500,000
Paid Media - Impaired Driving				\$ 6,066,000						\$ 6,066,000
Paid Media - Motorcycle Safety	\$ 940,000					\$ 310,000				\$ 1,250,000
Paid Media - Occupant Protection		\$ 1,900,000								\$ 1,900,000
Paid Media - Pedestrian and Bicycle Safety							\$ 600,000		\$ 1,600,000	\$ 2,200,000
Paid Media - Preventing Roadside Deaths								\$ 200,000		\$ 200,000
Paid Media - Speeding and Aggressive Driving	\$ 1,500,000									\$ 1,500,000
Paid Media - Work Zone Safety	\$ 1,000,000									\$ 1,000,000
Pedestrian and Bicycle Safety	\$ 1,095,000						\$ 305,000			\$ 1,400,000
Planning and Administration	\$ 1,395,000									\$ 1,395,000
Police Traffic Services - LEL	\$ 1,222,000	\$ 100,000		\$ 100,000						\$ 1,422,000
Public Traffic Safety Professionals Training	\$ 1,712,000			\$ 907,000			\$ 295,000			\$ 2,914,000
Speeding and Aggressive Driving	\$ 5,442,000									\$ 5,442,000
Teen Driver Safety	\$ 2,110,000									\$ 2,110,000
Traffic Records	\$ 1,603,000									\$ 1,603,000
Traffic Records Coordinating Committee (TRCC)			\$ 3,316,000							\$ 3,316,000
Work Zone Safety	\$ 910,000									\$ 910,000
Grand Total	\$ 31,339,000	\$ 2,411,000	\$ 3,316,000	\$ 10,776,000	\$ 1,500,000	\$ 310,000	\$ 1,200,000	\$ 200,000	\$ 1,600,000	\$ 52,652,000


The above chart represents the total amount of funding for each program area separated by funding types.




The above chart represents a comparison of the total amount of funding for each program area.

# LOCAL BENEFIT CHARTS

## FY 2025 Annual Grant Application Local Benefit

Type of Funding 402 (Grants) 

FDOT Program Areas 	Total Funding Amount	Total Local Benefit	Percentage
Aging Road Users	\$ 640,000	\$ 4,000	1%
Community Traffic Safety Outreach	\$ 1,670,000	\$ 845,000	51%
Distracted Driving	\$ 823,000	\$ 771,000	94%
Impaired Driving	\$ 3,180,000	\$ 2,842,000	89%
Motorcycle Safety	\$ 3,154,000	\$ 1,897,000	60%
Occupant Protection and Child Passenger Safety	\$ 2,943,000	\$ 2,336,000	79%
Paid Media - Motorcycle Safety	\$ 940,000	\$ -	0%
Paid Media - Speeding and Aggressive Driving	\$ 1,500,000	\$ -	0%
Paid Media - Work Zone Safety	\$ 1,000,000	\$ -	0%
Pedestrian and Bicycle Safety	\$ 1,095,000	\$ 21,000	2%
Planning and Administration	\$ 1,395,000	\$ -	0%
Police Traffic Services - LEL	\$ 1,222,000	\$ -	0%
Public Traffic Safety Professionals Training	\$ 1,712,000	\$ 1,712,000	100%
Speeding and Aggressive Driving	\$ 5,442,000	\$ 4,942,000	91%
Teen Driver Safety	\$ 2,110,000	\$ 437,000	21%
Traffic Records	\$ 1,603,000	\$ -	0%
Work Zone Safety	\$ 910,000	\$ 910,000	100%
<b>Grand Total</b>	<b>\$ 31,339,000</b>	<b>\$ 16,717,000</b>	<b>53%</b>

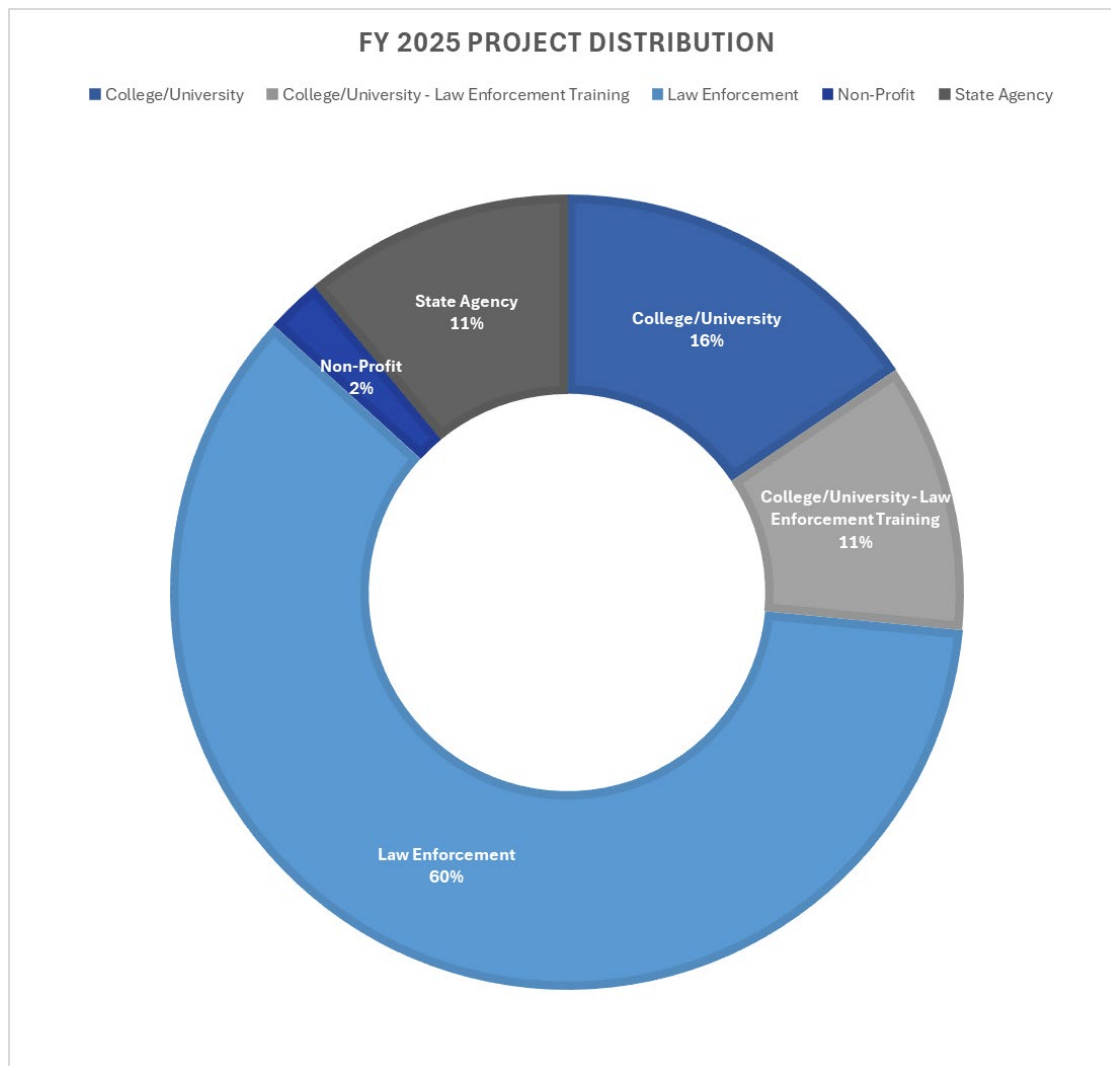
The above chart represents the total 402 funded projects and the planned local benefit.

# PROJECT DISTRIBUTION CHARTS

## FY 2025 Annual Grant Application Project Distribution

Agency Type	Projects Awarded	Sum of Final Funding Amount
College/University	43	\$ 19,579,000
College/University - Law Enforcement Training	29	\$ 2,825,000
Law Enforcement	161	\$ 15,214,000
Non-Profit	6	\$ 593,000
State Agency	25	\$ 14,441,000
<b>Grand Total</b>	<b>264</b>	<b>\$ 52,652,000</b>

The above chart represents the planned FY 2025 subrecipients divided into five main categories.





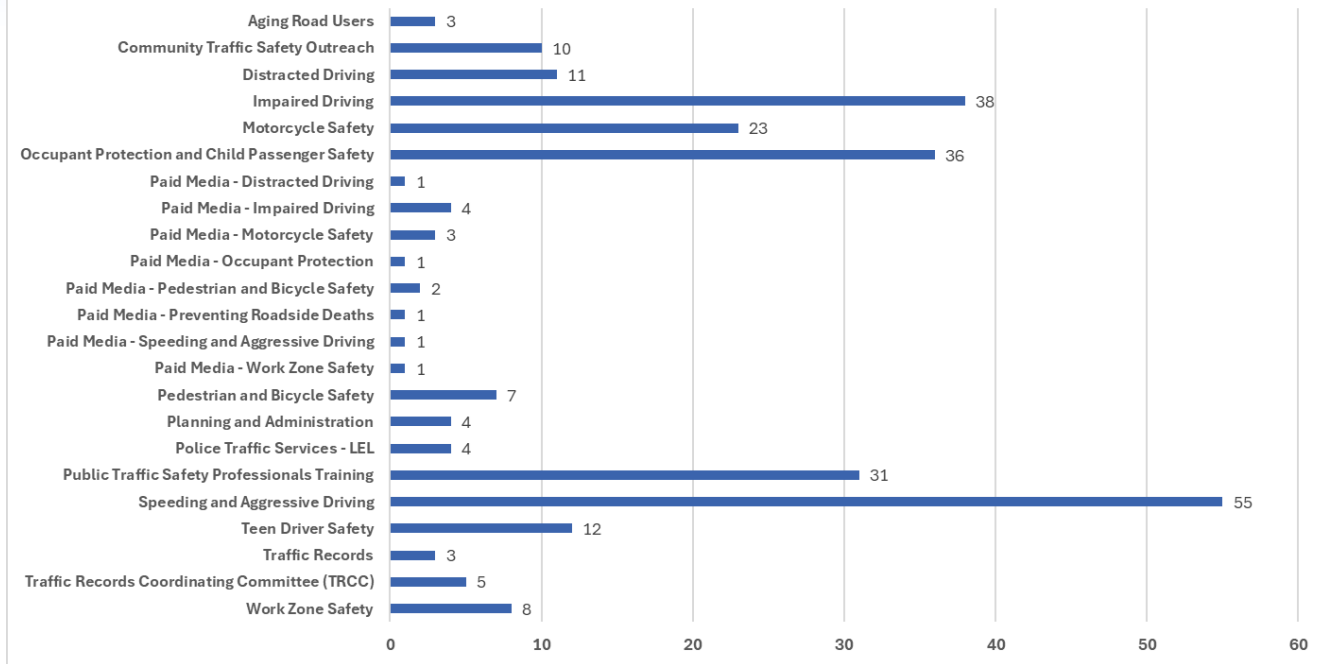
## FY 2025 Annual Grant Application

### Number of Projects by Program Area

FDOT Program Area	Total Projects	Total Funding Amount
Aging Road Users	3	\$ 640,000
Community Traffic Safety Outreach	10	\$ 1,670,000
Distracted Driving	11	\$ 823,000
Impaired Driving	38	\$ 6,883,000
Motorcycle Safety	23	\$ 3,154,000
Occupant Protection and Child Passenger Safety	36	\$ 3,354,000
Paid Media - Distracted Driving	1	\$ 1,500,000
Paid Media - Impaired Driving	4	\$ 6,066,000
Paid Media - Motorcycle Safety	3	\$ 1,250,000
Paid Media - Occupant Protection	1	\$ 1,900,000
Paid Media - Pedestrian and Bicycle Safety	2	\$ 2,200,000
Paid Media - Preventing Roadside Deaths	1	\$ 200,000
Paid Media - Speeding and Aggressive Driving	1	\$ 1,500,000
Paid Media - Work Zone Safety	1	\$ 1,000,000
Pedestrian and Bicycle Safety	7	\$ 1,400,000
Planning and Administration	4	\$ 1,395,000
Police Traffic Services - LEL	4	\$ 1,422,000
Public Traffic Safety Professionals Training	31	\$ 2,914,000
Speeding and Aggressive Driving	55	\$ 5,442,000
Teen Driver Safety	12	\$ 2,110,000
Traffic Records	3	\$ 1,603,000
Traffic Records Coordinating Committee (TRCC)	5	\$ 3,316,000
Work Zone Safety	8	\$ 910,000
<b>Grand Total</b>	<b>264</b>	<b>\$ 52,652,000</b>

The above chart represents the total number of projects by program area.

### FY 2025 Grant Application Number of Projects by Program Area



The above chart represents the total number of projects by program area.

# ~~\$5,000~~ \$10,000 EQUIPMENT LIST

## Florida FY 2025 Annual Grant Application \$10,000 Equipment List

FDOT Program Area						
Implementing Agency / Project Name	Project Number	Funding Source	Item	Max Units	Max Unit Cost	Subgrant Line-Item Total
Aging Road Users						
N/A						
Community Traffic Safety Outreach						
N/A						
Distracted Driving						
Cape Coral Police Department / Cape Coral Distracted Driving Enforcement Program	DD-2025-00074	402	Message Board Trailer	1	\$18,000	\$18,000
Citrus County Sheriff's Office / Drive Safe Citrus	DD-2025-00015	402	Message Board Trailer	1	\$22,000	\$22,000
Impaired Driving						
<del>Citrus County Sheriff's Office / Drive Sober Citrus</del>	<del>AL-2025-00013</del>	<del>402</del>	<del>Pedal-Kick</del>	<del>4</del>	<del>\$5,000</del>	<del>\$5,000</del>
Florida Highway Patrol (FHP) / DUI Enhanced Impaired Driving Enforcement Mobile Equipment and Overtime	M5HVE-2025-00325	405 (d)	Breath Alcohol Testing (BAT) Mobile	1	\$475,000	\$475,000
			Message Board Trailer	2	\$20,000	\$40,000
Florida Department of Law Enforcement / Improving Highway Safety Through Instrumentation Modernization	M5BAC-2025-00362	405 (d)	Liquid Chromatography (LC)/Tandem Mass Spectrometry (TMS) Instrument	4	\$411,261	\$1,645,046
Jacksonville Sheriff's Office / Jacksonville Sheriff's Office Impaired Driving Enforcement Project	AL-2025-00309	402	<del>Arrow Board Trailer</del>	<del>4</del>	<del>\$8,000</del>	<del>\$8,000</del>
			Message Board Trailer	1	\$18,000	\$18,000
			Light Tower Trailer	1	\$15,000	\$15,000
Marianna Police Department / Operation Home Safe	M5HVE-2025-00012	402	In-Car Video System	1	\$10,000	\$10,000
Panama City Police Department / Impaired Driving Enforcement	AL-2025-00408	402	Message Board Trailer	1	\$19,000	\$19,000
Motorcycle Safety						
Osceola County Sheriff's Office / Safe Motorcycle and Rider Techniques (SMART)	MC-2025-00285	402	Pickup Truck	1	<del>\$63,500</del> \$70,000	<del>\$63,500</del> \$70,000

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## Florida FY 2025 Annual Grant Application \$10,000 Equipment List

Occupant Protection						
Clermont Police Department / Be Safe Clermont	OP-2025-00189	402	Seat Belt ConVincer	1	\$30,000	\$30,000
Palm Beach Gardens Police Department / Occupant Protection Initiative	OP-2025-00264	402	Message Board Trailer	1	\$25,000	\$25,000
<del>West Palm Beach Police Department / Occupant Protection and Child Passenger Safety</del>	<del>OP-2025-00215</del>	<del>402</del>	<del>Open Trailer</del>	<del>1</del>	<del>\$8,000</del>	<del>\$8,000</del>
Paid Media						
N/A						
Pedestrian and Bicycle Safety						
N/A						
Planning and Administration						
N/A						
Police Traffic Services – LEL						
N/A						
Public Traffic Safety Professionals Training						
N/A						
Speeding and Aggressive Driving						
Cape Coral Police Department / Cape Coral Speed and Aggressive Driving Enforcement	SC-2025-00077	402	Speed Measurement Trailer	2	\$10,000	\$20,000
<del>Lauderhill Police Department / Addressing Aggressive Driving Through Education and Enforcement</del>	<del>SC-2025-00447</del>	<del>402</del>	<del>Rugged Laptop</del>	<del>4</del>	<del>\$5,125</del>	<del>\$20,500</del>
Panama City Beach Police Department / Targeted Enforcement Against Speed and Aggressive Driving	SC-2025-00281	402	Message Board Trailer	1	\$25,000	\$25,000

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## Florida FY 2025 Annual Grant Application \$10,000 Equipment List

Teen Driver Safety						
Cape Coral Police Department / Cape Coral Teen Driving Safety Education Program	TSP-2025-00275	402	Driving Simulator	1	\$18,000	\$18,000
<del>Holmes County Sheriff's Office / Teen Driver Challenge Education Program</del>	<del>TSP-2025-00452</del>	<del>402</del>	<del>Enveloped Trailer</del>	<del>1</del>	<del>\$8,500</del>	<del>\$8,500</del>
Traffic Records						
Florida State University / Traffic and Criminal Software (TraCS) Support, Enhancement, and Training	TR-2025-00350	402	Data Server - DL380 Gen12 8SFF	4	\$30,000	\$120,000
			Data Server - DL320 Gen11 4LFF CTO	2	\$11,000	\$22,000
Work Zone Safety						
North Port Police Department / Work Zone Safety Enforcement	RS-2025-00436	402	Speed Message Board	2	\$20,000	\$40,000

Buy America Act: All items included on this list will comply with all applicable standards, orders, and regulations issued pursuant to the Buy America Act, Buy America Act Waiver (Docket No. NHTSA-2015-0065) and NHTSA Guidance Buy American Act Procedure for Highway Safety Grant Programs (revised 11/20/15).

**Legend:**  
 Amendment 1 Changes: Gold  
 Items under \$10,000 were removed because of the change from the \$5,000 to \$10,000 threshold  
 Amendment 2 Changes: Red

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# APPENDIX A TO PART 1300

## Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

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

State: Florida

Fiscal Year: 2025

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

### GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

### INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

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

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

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



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

#### **NONDISCRIMINATION**

(applies to subrecipients as well as States)

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

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, ([23 U.S.C. 324](#) et seq.), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794](#) et seq.), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101](#) et seq.), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189)* (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and *49 CFR parts 37 and 38*;
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- *Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- *Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- *Executive Order 13988, Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

#### **GENERAL ASSURANCES**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

## SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in **§ 21.23(h) and (e) of 49 CFR part 21** will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:  
*“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>(U)</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or



structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace;
  2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  1. Abide by the terms of the statement;
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
  1. Taking appropriate personnel action against such an employee, up to and including termination;
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

#### **POLITICAL ACTIVITY (HATCH ACT)**

(applies to subrecipients as well as States)

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

#### **CERTIFICATION REGARDING FEDERAL LOBBYING**

(applies to subrecipients as well as States)

#### **CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

- Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

**RESTRICTION ON STATE LOBBYING**  
(applies to subrecipients as well as States)

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

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**  
(applies to subrecipients as well as States)

**INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an



erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180 and 1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180 and 1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS**

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

**INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION**

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

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180 and 1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.



### **BUY AMERICA**

(applies to subrecipients as well as States)

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

### **CERTIFICATION ON CONFLICT OF INTEREST**

(applies to subrecipients as well as States)

#### **GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
  - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
  - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

#### **DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**  
(applies to subrecipients as well as States)

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

**POLICY ON SEAT BELT USE**

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

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

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

## **SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(b\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:



- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
  - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
  - Increase use of seat belts by occupants of motor vehicles;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
- Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands

7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

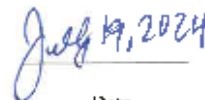
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

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

[Click here to validate form fields and permit signature](#)



Signature Governor's Representative for Highway Safety



Date

Will N. Watts, Jr., P.E.

Printed name of Governor's Representative for Highway Safety

# APPENDIX B TO PART 1300

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

*[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: \_\_\_\_\_ Fiscal Year: \_\_\_\_\_

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

### **PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))**

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

#### **ALL STATES**

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at \_\_\_\_\_ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at \_\_\_\_\_ (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at \_\_\_\_\_ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at \_\_\_\_\_ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

## LOWER SEAT BELT USE STATES ONLY

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

- ☐ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - Legal citation(s): \_\_\_\_\_
- ☐ The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date) and is in effect and will be enforced during the fiscal year of the grant.
  - Legal citation(s):
    - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint; \_\_\_\_\_
    - Coverage of all passenger motor vehicles; \_\_\_\_\_
    - Minimum fine of at least \$25; \_\_\_\_\_
    - Exemptions from restraint requirements. \_\_\_\_\_
- ☐ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at \_\_\_\_\_ (location).
- ☐ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at \_\_\_\_\_ (location).
- ☐ The State's comprehensive occupant protection program is provided as follows:
  - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: \_\_\_\_\_ (date);
  - Multi-year strategic plan: annual grant application or triennial HSP at \_\_\_\_\_ (location);
  - The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_
  - The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at \_\_\_\_\_ (location).

- ☐ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on \_\_\_\_\_ (date) (within 5 years of the application due date);

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

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

**ALL STATES**

- ☐ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- ☐ The State has designated a TRCC coordinator.
- ☐ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- ☐ [ *Fill in the blank below.* ] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at \_\_\_\_\_ (location).

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

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

**ALL STATES**

- ☐ The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

**MID-RANGE STATES ONLY**

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

- ☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location)  
describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location)  
contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location)  
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.
- ☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and continues to use this plan.

[ For fiscal year 2024 grant applications only.]

- ☐ The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

#### HIGH-RANGE STATE ONLY

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

- ☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date).  
Specifically:
  - Annual grant application at \_\_\_\_\_ (location)  
describes the authority and basis for operation of the statewide impaired driving task force;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the list of names, titles, and organizations of all task force members;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
  - Annual grant application at \_\_\_\_\_ (location)  
addresses any related recommendations from the assessment of the State's impaired driving program;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the projects, in detail, for spending grant funds;



- Annual grant application at \_\_\_\_\_ (location)  
describes how the spending supports the State's impaired driving program and achievement of its performance targets.
- ☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

[ For fiscal year 2024 grant applications only.]

- ☐ The State's NHTSA-facilitated assessment was conducted on \_\_\_\_\_ (date) (within 3 years of the application due date); OR
- ☐ The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

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

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

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

- ☐ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - Legal citations:
    - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
    - \_\_\_\_\_
- ☐ The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.



○ *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
- \_\_\_\_\_
- Identify all alcohol-ignition interlock use exceptions.
- \_\_\_\_\_

- The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;
- \_\_\_\_\_
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
- \_\_\_\_\_
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;
- \_\_\_\_\_

- Identify list of alcohol-ignition interlock program use violations;

- Identify all alcohol-ignition interlock use exceptions.

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

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

*[ Fill in all blanks.]*

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

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

- ☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - Legal citation(s): \_\_\_\_\_
- ☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).

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

*[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]*

- ☐ The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

#### **DISTRACTED DRIVING AWARENESS GRANT**

- ☐ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at \_\_\_\_\_ (location).

#### **DISTRACTED DRIVING LAW GRANTS**

- ☐ **Prohibition on Texting While Driving**  
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - o *Legal citations:*
    - Prohibition on texting while driving;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_
    - Fine for an offense;  
\_\_\_\_\_
    - Exemptions from texting ban.  
\_\_\_\_\_
- ☐ **Prohibition on Handheld Phone Use While Driving**  
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - o *Legal citations:*
    - Prohibition on handheld phone use;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_
    - Fine for an offense;  
\_\_\_\_\_
    - Exemptions from handheld phone use ban.  
\_\_\_\_\_
- ☐ **Prohibition on Youth Cell Phone Use While Driving**  
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on youth cell phone use while driving; \_\_\_\_\_
  - Definition of covered wireless communication devices; \_\_\_\_\_
  - Fine for an offense; \_\_\_\_\_
  - Exemptions from youth cell phone use ban \_\_\_\_\_
- **Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant

  - *Legal citations:*
    - Prohibition on viewing devices while driving; \_\_\_\_\_
    - Definition of covered wireless communication devices; \_\_\_\_\_

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

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

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

- **Motorcycle Rider Training Course**
  - The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_
  - The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:  
*[Check at least one of the following boxes below and fill in any blanks.]*
    - Motorcycle Safety Foundation Basic Rider Course;
    - TEAM OREGON Basic Rider Training;
    - Idaho STAR Basic I;
    - California Motorcyclist Safety Program Motorcyclist Training Course;
    - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
  - In the annual grant application at \_\_\_\_\_  
(location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☐ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at \_\_\_\_\_ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☐ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):* \_\_\_\_\_

☐ **Reduction of Fatalities and Crashes Involving Motorcycles**

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

☐ **Impaired Motorcycle Driving Program**

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

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subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

- ☐ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**
  - Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
  - Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).
- ☐ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**

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

  - Applying as a Law State—
    - The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.  
*Legal citation(s):* \_\_\_\_\_

AND

The State's law appropriating funds for FY \_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.  
*Legal citation(s):* \_\_\_\_\_

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

#### **PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

*[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]*



The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at

\_\_\_\_\_. (location(s)).

**PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at

\_\_\_\_\_. (location(s)).

**PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

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

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

☐ **Driver Education and Driving Safety Courses**

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

☐ Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* \_\_\_\_\_

☐ Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

☐ **Peace Officer Training Programs**

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

☐ Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

▪ *Legal citation(s):* \_\_\_\_\_

○ Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

○ Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at \_\_\_\_\_ (location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

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

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

- ☐ The official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).
- ☐ The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

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

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

[Click here to validate form fields and permit signature](#)

  
\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

  
\_\_\_\_\_  
Date

Will N. Watts, Jr., P.E.  
\_\_\_\_\_

Printed name of Governor's Representative for Highway Safety



