

Florida Department of Transportation



FY 2020 Highway Safety Plan **AMENDMENT 1**



Ron DeSantis
Florida Governor

Kevin J. Thibault, P.E.
FDOT Secretary

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Introduction

FLORIDA DEPARTMENT OF TRANSPORTATION

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

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

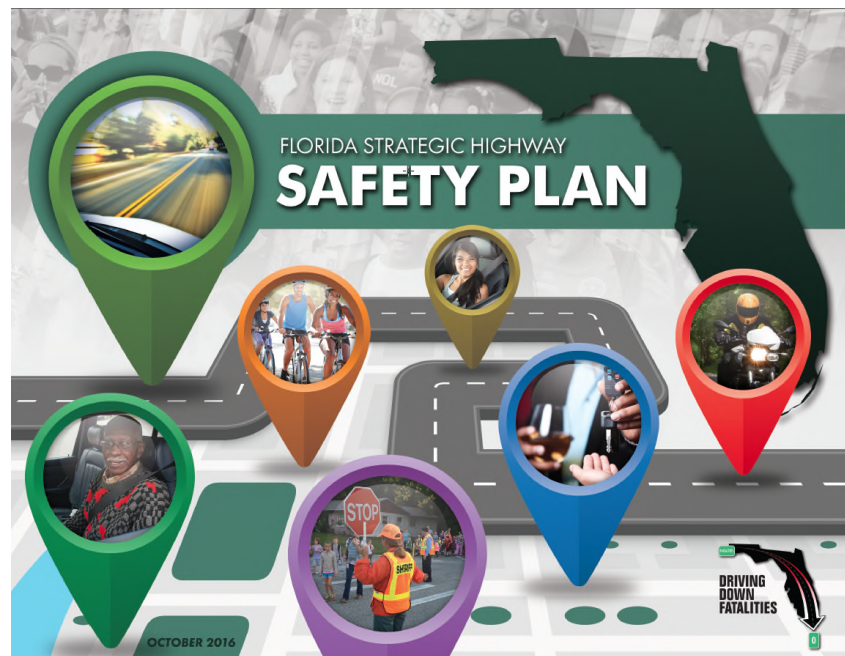


FDOT's State Safety Office contributes to the agency mission by seeking to improve the safety of Florida's roadways through the work of the following sections: federal highway safety grants, engineering and crash data, bicycle and pedestrian safety program, Safe Routes to Schools program, crossing guard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

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

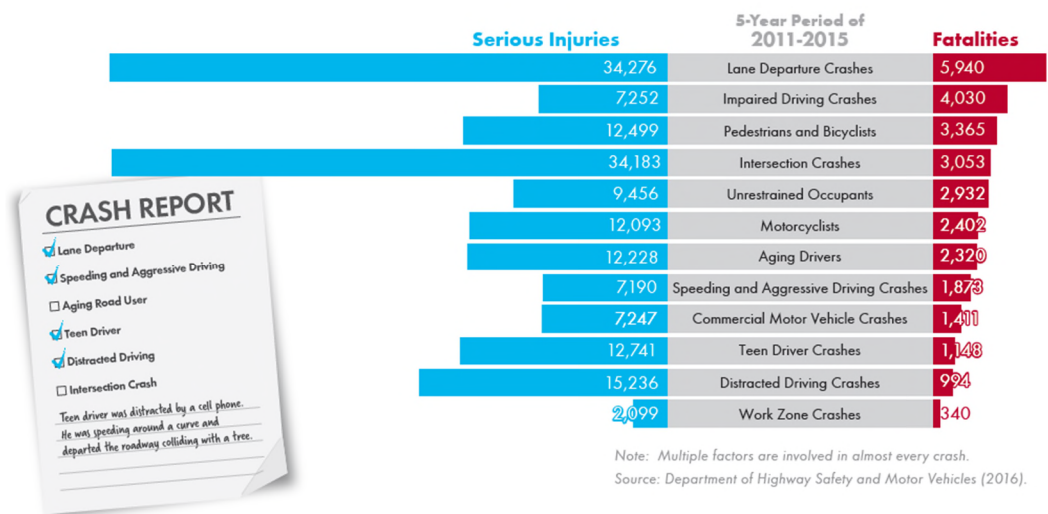
FLORIDA'S 2016 STRATEGIC HIGHWAY SAFETY PLAN

Florida shares the national traffic safety vision, "Toward Zero Deaths," and formally adopted our own version of the national vision, "Driving Down Fatalities," in 2012. Between 2011 and 2015, 12,665 people died on Florida's roadways and an additional 102,759 were seriously injured. The Florida Department of Transportation (FDOT) and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable.



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

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



STAKEHOLDERS

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

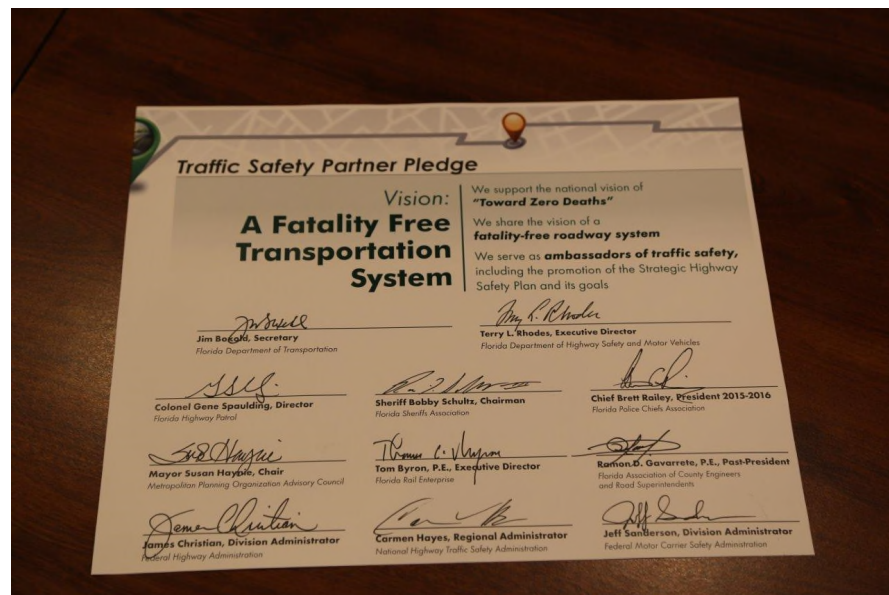
On August 22, 2016, the SHSP's signatory partners met in Tallahassee to pledge their support for the implementation of the five-year plan. Partners that reviewed and approved the plan include:

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



The SHSP update process included:

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



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

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

VISION ZERO

Started in Sweden in the late 1990s, Vision Zero is a traffic safety policy that takes an ethical approach toward achieving safety for all road users, setting the goal of zero traffic fatalities or severe injuries. Vision Zero differs from the traditional roadway safety paradigm in several key ways. Vision Zero holds that traffic fatalities and serious injuries are preventable and focuses attention on the shortcomings of the transportation system itself, including the built environment, policies, and technologies that influence behavior.

Through its commitment to Vision Zero, Sweden has halved its traffic fatalities nationally and is, today, one of the safest places in the country to move about.

Vision Zero is not just "business as usual" with a new name; its core principles must be acknowledged and built into everyday efforts.

- Traffic fatalities and serious injuries are acknowledged to be preventable.
- Human life and health are prioritized within all aspects of transportation systems.
- Acknowledgement that human error is inevitable, and transportation systems should be forgiving.
- Safety work should focus on systems-level changes above influencing individual behavior.
- Speed is recognized and prioritized as a fundamental factor in crash severity.

In efforts to further coordinate and align Vision Zero initiatives throughout the state to support the goal of a fatality-free transportation system, Florida conducted its May 2019 Long-Range Transportation Visioning Session with a “Vision Zero Workshop” component.

The emphasis of this workshop was to forge new strategies, or reinforce effective strategies, including the 4 E’s of traffic safety (engineering, enforcement, education, and emergency services) and beyond. Participants included representatives from metropolitan planning organizations, regional planning councils, traffic safety officials, various transportation modes, and local government planning officials. This multi-disciplinary brainstorming allowed for open dialogue to proactively spearhead ideas to unify processes, structures and education methods that coincide with Vision Zero initiatives within each participant’s respective sphere of influence.

Participants were challenged to view traffic fatalities and serious injuries as a public health crisis and were encouraged to take away ideas for both immediate and long-term implementation strategies that will encompass a broader and more inclusive perspective for Vision Zero implementation. FDOT has committed to use data collected from the meeting to launch the Florida Strategic Highway Safety Plan refresh and incorporate these themes throughout all future planning documents.

FEDERAL TRAFFIC SAFETY PROGRAMS

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

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

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

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

These and other efforts, while not funded by NHTSA grant dollars, are important considerations in Florida's comprehensive effort Towards Zero Deaths (TZD).

Florida's 2020 HSP has been developed to be inclusive of the requirements outlined in the Uniform Procedure for State Highway Safety Grant Programs as amended by the FAST Act. States must annually submit an HSP to NHTSA for approval describing its highway safety program and planned activities that will drive down serious injuries and fatalities on our highways.

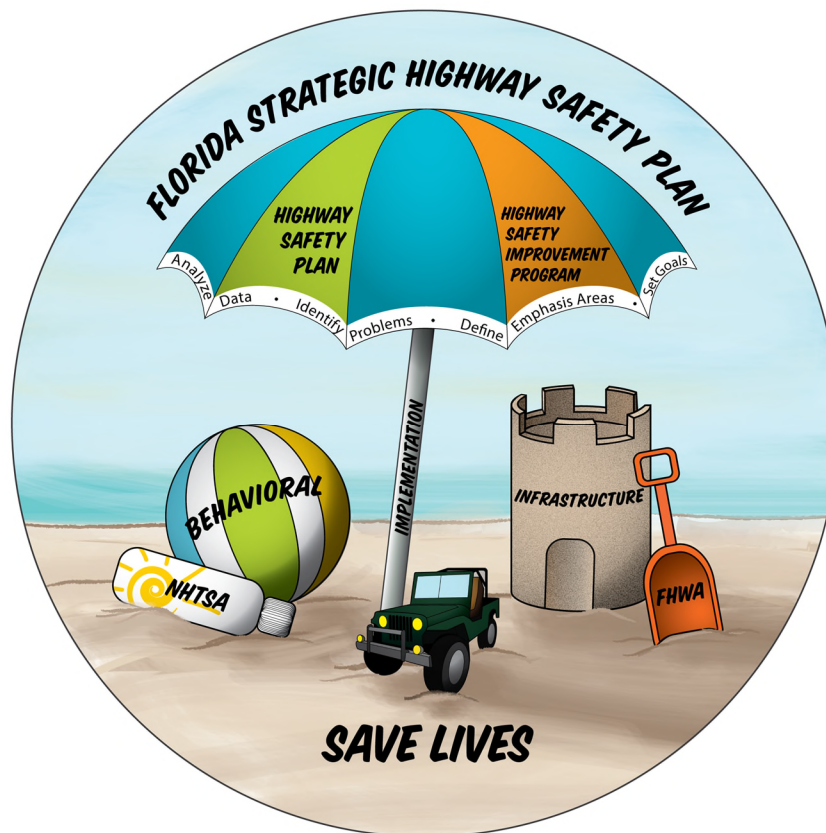
States are required to coordinate their HSP, data collection and information systems with the SHSP as defined in 23 U.S.C. 148(a). For many years, the responsibility for developing both the HSP and the HSIP has been with the FDOT State Safety Office and the SHSP serves as the overarching guide to continuous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



FLORIDA HIGHWAY SAFETY PLAN (HSP) PROCESS

This Federal Fiscal Year 2019-20 Highway Safety Plan (hereafter referred to as Florida's 2020 HSP) is Florida's action plan for distribution of NHTSA highway safety funds. The HSP is based on Florida's SHSP goals and objectives, crash data and Federal requirements. Today's highway safety programs focus on priority areas that have been proven to be effective in reducing traffic crashes, serious injuries, and fatalities. These safety programs are the focus and foundation of Florida's 2020 HSP and are separated into the following categories:

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



SUBGRANTS

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

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

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

COMPLIANCE WITH GUIDELINES

As per NHTSA guidelines, all subgrants awarded in the FY2020 HSP will comply with the May 18, 2016 memorandum from NHTSA's Chief Counsel. This includes all equipment, recognition awards, educational materials, advertising media, and safety items for public distribution. The FDOT State Safety Office will continue to verify compliance with the NHTSA regional office for any questionable items.

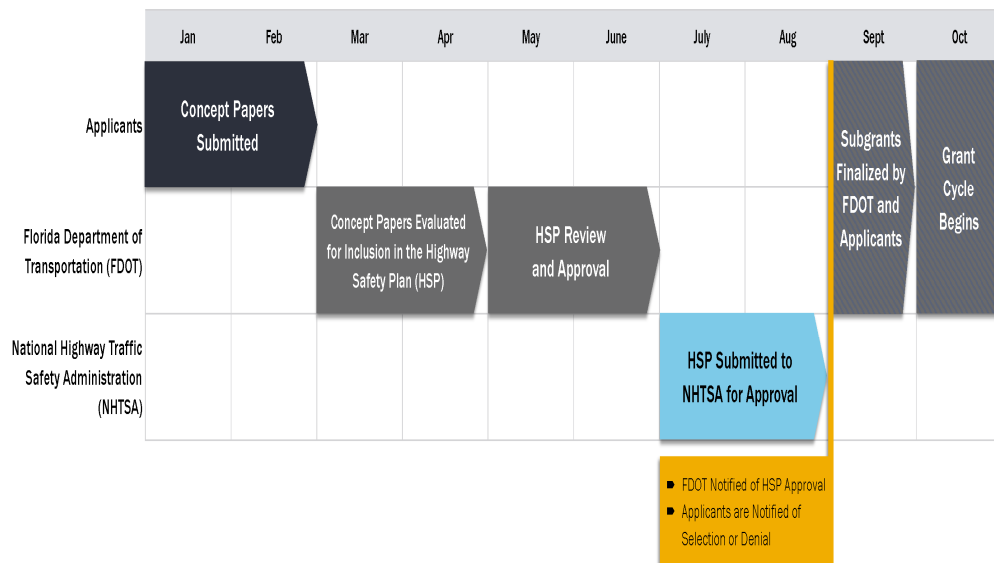


APPLICATION PROCESS

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

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

Safety Grant Process



RISK ASSESSMENT

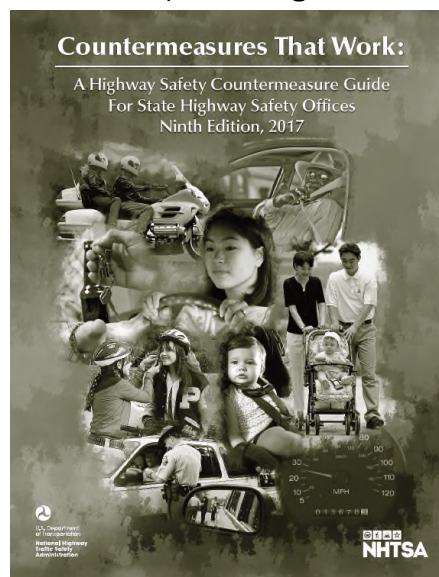
FDOT's State Safety Office is required by NHTSA to evaluate and document the risk for each entity applying for Federal subgrant funds prior to making an award. The FDOT State Safety Office assesses the applicant's risk of noncompliance with Federal and State statutes, Federal and State regulations, terms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



ANALYSIS

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

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



Problem Identification

The FDOT State Safety Office has developed objective, data-driven tools to identify traffic safety problems and the geographic areas of the State that represent the highest number of crashes, serious injuries, and fatalities. The Florida Highway Safety Matrix ranks combined serious injury and fatality data in county- and city-level matrices. Based upon five years of data (2013-2017), these matrices provide Florida decision-makers with critical information about the status of traffic safety in counties and cities throughout the State.

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

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

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

- **Teen Drivers** – serious injuries plus fatalities occurring as a result of crashes in which at least one driver involved was aged 15-19
- **Work Zones** – serious injuries plus fatalities occurring as a result of crashes which were coded as work zone-related

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

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

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




CARGO SHIFT OR LOSS (UNSECURED LOAD)

The FDOT State Safety Office also annually reviews the number of serious injuries and fatalities caused by crashes involving unsecured loads on non-commercial vehicles. Examination of five years of cumulative data (2013-2017) reveals that a total of 4 fatalities and 36 serious injuries were sustained by Florida motorists' due to unsecure loads, or an average of less than one fatality and 7 serious injuries per year. This review provides Florida decision-makers with critical information about crashes involving cargo shift or loss for non-commercial vehicles throughout the state. An analysis of the data indicates that the incidents occur rarely and randomly throughout the state. The FDOT State Safety Office and its traffic safety partners will monitor this data annually to determine the need for future countermeasures.

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




Highway Safety Matrix




FY2020 Highway Safety Matrix - Ranking of Florida Counties

(Based on total actual serious injuries and fatalities during 2013-2017)



Group I - Population of 200,001 and above - 25 Counties										Group II - Population of 50,001 to 200,000 - 16 Counties										Group III - Population of up to 50,000 - 26 Counties									
Florida County (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida County (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida County (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Alachua	20	16	18	21	18	21	18	19	24	Bay	7	2	1	3	3	2	1	2	14	Baker	12	5	4	13	6	9	18	6	11
Brevard	11	12	14	10	13	11	9	11	11	Charlotte	6	8	9	6	13	5	8	13	5	Bradford	15	18	6	8	17	7	21	15	9
Broward	2	5	9	3	3	2	1	4	3	Citrus	2	1	10	2	2	7	2	3	10	Calhoun	23	6	21	25	23	25	23	16	24
Clay	25	25	24	25	25	25	25	25	25	Columbia	10	6	2	16	1	15	10	6	15	DeSoto	1	10	5	1	5	1	16	5	1
Collier	18	21	20	24	19	19	22	22	21	Flagler	12	14	13	5	16	10	13	16	13	Duval	20	14	18	23	12	18	20	19	16
Duval	12	6	2	8	5	7	10	8	8	Hernando	1	5	8	4	6	4	7	1	1	Franklin	22	25	25	20	26	17	24	25	25
Escambia	19	14	15	19	14	16	14	18	19	Highlands	4	13	15	12	7	11	12	9	16	Gadsden	9	4	3	12	4	5	4	8	10
Hillsborough	4	2	1	2	2	4	3	2	2	Indian River	3	10	11	11	8	6	11	7	2	Gilchrist	19	22	20	15	18	22	12	20	22
Lake	17	17	15	16	22	21	17	16	16	Martin	13	16	5	8	11	8	5	10	11	Glades	18	23	22	10	21	20	13	23	18
Lee	13	11	6	11	9	9	7	13	17	Monroe	9	3	14	1	15	1	6	8	3	Gulf	13	16	19	19	15	16	10	18	23
Leon	24	24	21	23	21	20	19	24	23	Nassau	16	15	12	15	14	14	16	11	7	Hamilton	10	12	11	16	14	19	5	13	5
Manatee	8	13	12	13	15	12	20	9	10	Okaloosa	11	4	7	7	4	3	3	5	8	Hardee	2	9	12	3	9	12	14	3	3
Marion	16	20	13	16	10	17	17	16	20	Putnam	14	12	3	10	9	13	14	15	12	Hendry	16	7	9	6	8	4	7	11	7
Miami-Dade	3	4	7	1	1	1	4	3	7	Santa Rosa	8	9	4	9	5	9	4	4	9	Holmes	8	15	15	14	13	21	8	17	15
Orange	6	1	3	4	6	3	6	1	1	Sumter	5	7	16	13	12	16	15	12	4	Jackson	3	1	7	4	3	6	2	4	6
Osceola	15	3	19	17	24	15	24	10	15	Walton	15	11	6	14	10	12	9	14	6	Jefferson	17	11	16	24	22	15	15	22	17
Palm Beach	7	9	8	9	4	6	2	6	14											Lafayette	25	26	26	22	24	24	22	26	26
Passaic	1	7	4	7	12	8	11	5	4											Levy	4	3	2	2	2	2	3	2	20
PineHills	5	8	5	6	7	5	5	7	9											Liberty	24	4	23	26	25	26	25	24	12
Polk	14	15	10	12	8	14	12	14	13											Madison	7	8	13	18	16	11	9	9	4
Sarasota	10	18	16	14	17	13	13	15	5											Okeechobee	6	21	10	7	7	3	11	12	2
Seminole	23	19	23	18	22	18	15	20	12											Suwannee	5	2	1	5	1	10	1	1	13
Saint Johns	22	22	20	23	23	23	23	23	22											Taylor	11	19	8	17	10	8	6	7	14
Saint Lucie	21	23	25	22	20	24	16	21	18											Union	26	20	24	21	20	23	26	21	19
Volusia	9	10	11	5	11	10	8	12	6											Wakulla	21	13	14	9	19	13	17	14	21
																				Washington	14	17	17	11	11	14	19	10	8

Legend
 Highest 25% in a category.

The information above has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements that may be implemented utilizing federal funds. Any document displaying this notice shall be used only for the purpose deemed appropriate by the Florida Dept. of Transportation. See Title 25, United States Code, Section 806.



Florida Department of Transportation
 Florida Highway Safety Office
 Extract Date: 12/19/2019
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Legend
Highest 25% in a category.

The information above has been compiled from information collected for the purpose of ranking and identifying safety issues. It is not intended to be used for any other purpose. Any use of this information for any other purpose should be used only for the purposes deemed appropriate by the Florida Dept. of Transportation. See Title 23, United States Code, Section 408.

Florida Department of Transportation
State Safety Office

Extract Date: 12/19/2018
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<div>  FY2020 Highway Safety Matrix - Ranking of Florida Cities  </div> <div>(Based on total actual serious injuries and fatalities during 2013-2017)</div>									
Group I - Population of 75,000 and above - 32 Cities									
Florida City (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Boca Raton	17	18	21	21	19	28	20	22	13
Cape Coral	16	12	8	14	14	21	12	20	32
Clearwater	8	16	16	8	18	7	24	16	8
Coral Springs	6	8	17	25	17	10	7	4	22
Davie	23	23	11	15	16	26	8	14	6
Deerfield Beach	30	26	32	27	31	24	23	32	28
Deltona	29	21	26	23	32	32	25	28	25
Fort Lauderdale	15	13	15	7	12	6	10	13	14
Fort Myers	7	5	5	6	6	8	6	7	18
Gainesville	14	4	7	11	9	11	14	9	19
Hialeah	13	27	13	9	7	9	28	11	12
Hollywood	21	22	10	19	13	17	11	29	5
Jacksonville	2	2	1	2	1	2	1	2	3
Lakeland	18	20	14	13	8	22	19	25	15
Largo	11	10	22	17	30	15	32	18	9
Melbourne	12	11	12	10	22	18	18	12	16
Miami	5	6	6	3	3	3	4	5	4
Miami Beach	31	32	28	22	29	14	27	30	23
Miami Gardens	28	15	23	32	15	19	17	21	27
Miramar	32	31	29	31	23	31	29	31	11
Orlando	1	1	2	1	2	1	3	1	1
Palm Bay	9	7	20	16	21	23	9	8	29
Palm Coast	25	24	18	24	26	30	31	27	26
Pembroke Pines	24	29	25	28	25	25	26	19	21
Plantation	10	28	24	26	20	20	21	10	7
Pompano Beach	20	19	30	20	28	13	15	24	17
Port Saint Lucie	22	25	27	30	24	27	30	15	31
Saint Petersburg	4	9	4	5	4	5	5	6	10
Sunrise	27	30	31	29	27	29	22	26	24
Tallahassee	26	17	9	18	11	12	16	17	30
Tampa	3	3	3	4	5	4	2	3	2
West Palm Beach	19	14	19	12	10	16	13	23	20

Legend	
<div></div>	Highest 25% in a category.

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Florida Department of Transportation
State Safety Office

Extract Date: 12/19/2018
Published: 12/22/2018

FDOT		FY2020 Highway Safety Matrix - Ranking of Florida Cities														FDOT			
(Based on total actual serious injuries and fatalities during 2013-2017)																			
Group II - Population of 15,000-74,999 - 101 Cities																			
Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida City (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Altamonte Springs	70	52	51	71	93	55	80	61	12	New Port Richey	6	19	17	11	34	14	22	8	18
Apopka	19	7	13	24	17	25	20	13	56	New Smyrna Beach	24	20	43	15	38	49	38	48	14
Auburndale	61	84	74	62	76	70	89	64	68	North Lauderdale	86	79	98	64	90	56	70	69	80
Aventura	31	24	81	50	50	31	46	55	46	North Miami	66	73	48	41	66	15	66	58	73
Bartow	84	77	97	91	62	96	95	71	65	North Miami Beach	53	64	62	39	37	30	41	43	77
Belle Glade	101	102	102	103	65	69	97	86	66	North Port	20	33	31	40	21	53	25	29	1
Bonita Springs	45	57	22	42	63	67	69	80	44	Oakland Park	42	45	69	35	44	12	15	50	79
Boynton Beach	25	44	18	22	12	32	12	28	37	Ocala	4	8	5	7	2	6	14	4	19
Bredenton	1	2	1	1	1	1	6	1	2	Occochee	65	32	63	75	67	64	52	45	24
Calleyway	102	85	79	87	87	99	102	88	103	Opa-locka	79	56	82	77	47	68	47	81	100
Casselberry	73	62	72	34	79	65	75	92	36	Ormond Beach	11	9	12	5	27	26	10	17	39
Clermont	28	12	27	23	25	39	43	14	11	Oviedo	77	80	80	80	55	82	73	67	35
Cocoa	22	14	14	14	16	20	7	19	9	Palm Beach Gardens	29	16	32	63	13	40	9	25	75
Coconut Creek	59	50	49	52	41	71	62	53	55	Palm Springs	72	74	45	44	58	34	24	84	92
Cooper City	87	86	85	94	78	94	74	100	59	Palmetto Bay	82	100	88	100	56	79	92	62	89
Coral Gables	37	26	50	49	36	18	90	40	76	Panama City	13	6	7	13	7	11	4	7	47
Crestview	71	39	65	68	32	62	51	39	88	Parkland	96	97	100	99	102	90	81	75	60
Cutler Bay	89	96	93	76	100	72	101	60	78	Persepolis	14	17	4	12	5	8	17	10	28
Dania Beach	56	55	71	33	52	42	18	51	32	Pinecrest	98	103	90	95	103	97	96	99	99
Daytona Beach	10	10	10	3	6	4	3	9	4	Pineles Park	7	18	9	9	23	7	8	6	21
Deberry	83	76	96	92	74	103	68	96	98	Plant City	36	60	33	31	10	48	42	27	58
Deland	23	11	11	18	18	26	21	18	26	Port Orange	8	38	19	10	29	22	26	11	13
Delray Beach	16	29	37	17	14	10	5	38	29	Punta Gorda	33	27	21	32	28	63	56	72	17
Doral	95	95	76	74	89	84	84	97	33	Riviera Beach	78	61	40	81	60	46	54	91	40
Dunedin	44	60	53	57	53	58	63	41	48	Rockledge	47	46	30	48	69	74	37	36	41
Edgewater	63	75	61	60	97	80	67	78	16	Royal Palm Beach	80	93	52	88	51	85	53	74	83
Estero	5	3	3	8	3	5	2	5	15	Safety Harbor	88	101	73	96	96	98	82	103	101
Eustis	58	67	55	36	33	73	64	52	96	Saint Cloud	67	58	68	58	64	60	79	73	23
Fort Pierce	60	71	44	45	61	41	23	44	30	Sanford	49	30	15	21	9	24	16	23	34
Fort Walton Beach	69	62	42	86	72	59	55	63	64	Sarasota	2	5	2	4	4	2	1	3	3
Greensboro	40	42	29	66	24	33	11	33	82	Sebastian	57	94	87	69	70	76	86	70	62
Haines City	50	53	60	84	57	95	76	76	49	Seminole	27	35	20	20	84	38	19	31	50
Hallandale Beach	46	43	70	56	42	23	49	66	25	Stuart	38	78	57	37	48	45	44	56	52
Hialeah Gardens	97	68	94	85	81	100	99	93	90	Sunny Isles Beach	91	89	89	102	94	77	93	102	93
Homestead	35	37	47	26	19	13	61	16	70	Sweetwater	100	90	95	89	98	91	100	85	94
Jacksonville Beach	76	41	54	46	82	44	59	49	91	Tamarac	43	54	92	54	40	47	30	77	72
Jupiter	41	22	39	55	35	36	35	47	54	Tarpon Springs	21	21	35	30	39	37	33	24	87
Key West	30	34	24	2	31	9	34	26	7	Tavares	64	92	66	72	86	87	98	87	102
Kissimmee	3	1	6	6	11	3	13	2	8	Temple Terrace	75	83	64	67	80	75	50	68	61
Lake Mary	93	40	78	59	75	89	77	79	51	Titusville	26	51	23	25	20	51	45	30	45
Lake Wales	54	69	67	79	73	78	39	65	69	Venice	9	25	16	16	15	21	28	20	6
Lake Worth	52	59	26	38	22	27	31	37	31	Vero Beach	32	63	36	70	43	52	65	54	22
Lauderdale Lakes	90	67	99	93	91	43	91	83	85	Wellington	55	48	38	83	77	57	27	34	74
Lauderhill	51	72	58	61	46	35	29	57	71	West Melbourne	81	66	77	82	95	83	87	94	95
Leesburg	17	28	41	19	26	29	72	21	63	Weston	68	70	83	53	88	54	40	46	27
Lynn Haven	94	91	101	90	83	102	94	95	97	Winter Garden	74	36	34	65	71	81	71	59	81
Maitland	92	31	91	78	85	88	78	82	20	Winter Haven	39	65	84	43	45	61	58	35	57
Marco Island	85	98	103	97	99	92	88	101	67	Winter Park	34	4	28	29	54	16	36	12	5
Margate	18	23	56	51	30	17	57	22	38	Winter Springs	99	81	59	98	101	86	85	90	84
Miami Lakes	103	99	86	101	92	101	103	98	86	Zephyrhills	15	49	25	27	49	50	48	32	53
Naples	12	13	8	28	8	19	32	15	42										

Legend
Highest 25% in a category.

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FDOT		FY2020 Highway Safety Matrix - Ranking of Florida Cities														FDOT	
(Based on total actual serious injuries and fatalities during 2013-2017)																	
Group II - Population of 3,000-14,999 - 118 Cities																	
Florida City (Group II)	Aging Road Users (Drivers 65+)	Distraction Driving	Impaired Driving	Motorcycles	Occupant Protection	Rebellion or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones	Florida City (Group II)	Aging Road Users (Drivers 65+)	Distraction Driving	Impaired Driving	Motorcycles	Occupant Protection	Rebellion or Bicyclist	Speeding or Aggressive Driving
Alachua	19	34	13	18	16	78	49	17	31	Loxahatchee Groves	100	114	114	90	96	82	79
Arcadia	3	32	3	3	2	4	13	2	1	Macclenny	29	22	37	63	26	36	84
Atlantic Beach	30	28	18	28	72	12	38	67	48	Madira Beach	91	62	29	79	93	29	36
Aven Park	11	18	19	17	11	34	27	21	9	Madison	108	116	68	104	97	106	116
Bay Harbor Islands	91	81	103	108	88	89	74	98	36	Marathon	16	3	35	10	32	27	6
Belle Isle	103	96	100	81	104	87	58	72	74	Marlanna	13	17	14	44	10	47	29
Bellair	106	100	81	103	112	93	110	111	41	Mary Esther	76	32	64	67	70	67	92
Belleview	37	32	61	53	36	64	61	76	92	Mascotte	81	107	106	82	108	98	101
Biscayne Park	116	115	115	116	115	115	113	114	111	Melbourne Beach	77	73	67	91	116	77	114
Brooksville	4	10	17	5	7	11	15	3	2	Miami Shores	57	52	52	60	41	26	97
Cape Canaveral	48	68	41	36	98	45	67	69	60	Miami Springs	96	63	83	70	52	41	64
Chipley	61	47	32	69	19	73	53	36	103	Midway	47	74	40	114	56	93	48
Clewiston	63	30	20	23	14	37	41	40	17	Milton	6	11	8	7	6	10	2
Cocoa Beach	36	31	71	16	44	8	39	25	14	Minneola	97	102	91	105	83	107	66
Crystal River	15	2	66	6	18	16	9	11	112	Mount Dora	39	24	70	80	29	23	93
Dade City	7	19	36	11	24	22	18	6	3	Mulberry	86	73	83	68	71	50	78
Davenport	43	33	39	31	33	73	42	103	8	Neptune Beach	42	21	74	35	64	60	71
Daytona Beach Shores	92	63	30	23	80	40	43	63	98	Newberry	54	25	24	74	30	62	91
DeFuniak Springs	20	20	27	27	12	63	10	23	6	Niceville	38	27	45	33	39	30	21
Destin	40	16	21	34	27	9	26	28	27	North Bay Village	109	93	93	71	99	108	68
Dunee	103	109	109	110	110	111	107	82	96	North Palm Beach	64	50	90	59	33	35	46
Felsmere	99	83	79	100	109	99	89	80	39	Okechobee	21	43	38	26	17	28	19
Fernandina Beach	78	33	47	47	84	51	63	33	29	Oldimar	22	26	46	37	40	33	25
Flagler Beach	83	83	62	43	79	63	91	81	40	Orange City	29	14	31	12	31	14	16
Florida City	33	29	31	13	47	6	20	31	20	Orange Park	69	33	23	15	34	18	34
Fort Meade	111	70	77	109	67	90	87	46	84	Palhoke	104	72	78	83	89	52	73
Fort Myers Beach	46	37	9	38	43	19	33	73	78	Palatka	41	39	7	48	21	31	17
Freeport	36	48	15	46	38	105	44	37	18	Palm Beach	28	61	53	63	36	36	69
Fronton	53	50	44	103	43	57	56	66	113	Palmetto	1	8	2	1	4	2	7
Fruitland Park	25	42	97	48	73	83	30	57	5	Penama City Beach	17	9	4	2	13	1	3
Giant-Valkaria	113	110	110	111	111	112	108	109	99	Parker	84	29	108	86	69	74	62
Green Cove Springs	43	31	42	42	63	35	99	70	66	Pembroke Park	73	26	76	24	28	73	26
Groveland	48	47	46	73	39	93	83	89	43	Perry	66	93	98	64	33	38	57
Gulf Breeze	27	38	60	76	86	48	86	42	83	Ponce Inlet	101	101	116	92	82	116	115
Gulfport	68	51	52	40	73	39	47	88	53	Port Saint Joe	52	88	69	88	42	94	98
High Springs	74	44	58	86	62	70	52	96	80	Quincy	88	69	43	94	54	84	70
Highland Beach	114	111	112	113	113	113	111	112	103	Saint Augustine	18	5	25	4	15	3	11
Holly Hill	31	67	53	29	30	25	22	62	33	Saint Augustine Beach	90	97	57	51	105	69	102
Holmes Beach	94	87	82	87	81	104	54	83	102	Saint Pete Beach	23	41	22	35	74	17	33
Indian Harbour Beach	70	78	94	73	100	34	82	79	64	Saribel	72	103	101	107	76	80	71
Indian River Shores	93	99	111	112	94	102	109	110	100	Satellite Beach	79	80	34	61	62	52	98
Indian Rocks Beach	85	86	63	54	92	66	77	107	95	Sebring	2	4	6	8	3	5	12
Inverness	9	7	55	14	8	24	5	15	25	South Bay	87	89	33	102	57	76	80
Islamorada	26	15	12	43	29	46	73	74	11	South Daytona	34	33	87	22	49	23	14
Juno Beach	107	113	84	89	93	96	94	85	108	South Miami	53	49	89	58	60	43	81
Kenneth City	82	84	80	83	91	38	106	29	90	South Pasadena	73	37	49	66	78	101	24
Key Biscayne	63	43	86	93	48	42	96	51	21	Southwest Ranches	110	103	96	106	101	109	100
Ladelle	53	46	28	78	46	48	76	33	93	Springfield	48	77	72	62	23	53	8
Lady Lake	12	34	34	32	20	32	63	49	43	Starke	32	36	10	20	22	72	30
Lake Alfred	67	98	39	73	77	110	83	57	82	Surfside	98	82	104	99	107	71	104
Lake City	5	1	1	9	1	13	1	4	54	Tampa	60	71	105	77	68	91	88
Lake Clarke Shores	115	112	113	115	114	114	112	113	107	Treasure Island	71	80	36	30	103	61	51
Lake Park	80	94	73	72	33	68	40	33	62	Umatilla	24	64	30	36	37	103	53
Lantana	44	76	15	41	51	44	48	39	23	Valparaiso	112	108	107	84	90	100	90
Lauderdale-By-The-Sea	30	106	102	52	106	88	103	75	79	Wauchula	8	23	11	21	9	81	60
Lighthouse Point	28	40	48	30	61	15	32	64	59	West Miami	102	104	73	96	87	79	83
Lyle Oak	14	13	5	37	8	39	4	12	73	West Park	62	38	69	38	38	20	43
Longboat Key	89	79	99	97	102	86	101	94	72	Wildwood	10	6	26	19	25	21	28
Longwood	62	15	75	47	60	66	60	42	10	Wilton Manors	35	66	88	25	53	7	21

Legend

Highest 25% in a category.

The information shown has been compiled from information collected for the purpose of identifying, evaluating or placing safety enhancements that may be implemented at eligible Florida roads. Any document displaying this data shall be used only for the purposes deemed appropriate by the Florida Dept. of Transportation. See Title 23, United States Code, Section 405.

Legend
Highest 25% in a category.

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Performance Plan

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

CORE OUTCOME MEASURES:

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

BEHAVIOR MEASURES:

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

ACTIVITY MEASURES:

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

FLORIDA-SPECIFIC MEASURES:

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

TARGETS:

Florida shares the national traffic safety vision, “Toward Zero Deaths,” and formally adopted our own version of the national vision, “Driving Down Fatalities,” in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero deaths is our safety performance target. This target is consistent throughout our Strategic Highway Safety Plan, Highway Safety Improvement Program and Highway Safety Plan.

DATA FORECASTS:

Understanding that zero fatalities cannot be reached within the HSP 2020 year, Florida uses data models to forecast the fatalities that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

Florida’s data forecasts have been established using an ARIMA Hybrid Regression Model $(0, 1, 1)(2, 0, 0)(12)$ with VMT. Nine independent variables were tested to assess correlations; only Vehicle Miles Traveled (VMT) and gas consumption have relatively high correlations with fatalities and serious injuries and of these two variables only VMT was useful in predicting future fatalities and serious injuries. The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecasted based on a five-year rolling average and the remaining performance measures will be forecasted annually. The forecasts for 2019 and 2020 are based on monthly data from 2005 through 2018 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data (FARS) to create the accurate forecast. Forecasts for 2019 and 2020 were calculated with preliminary 2018 state data.

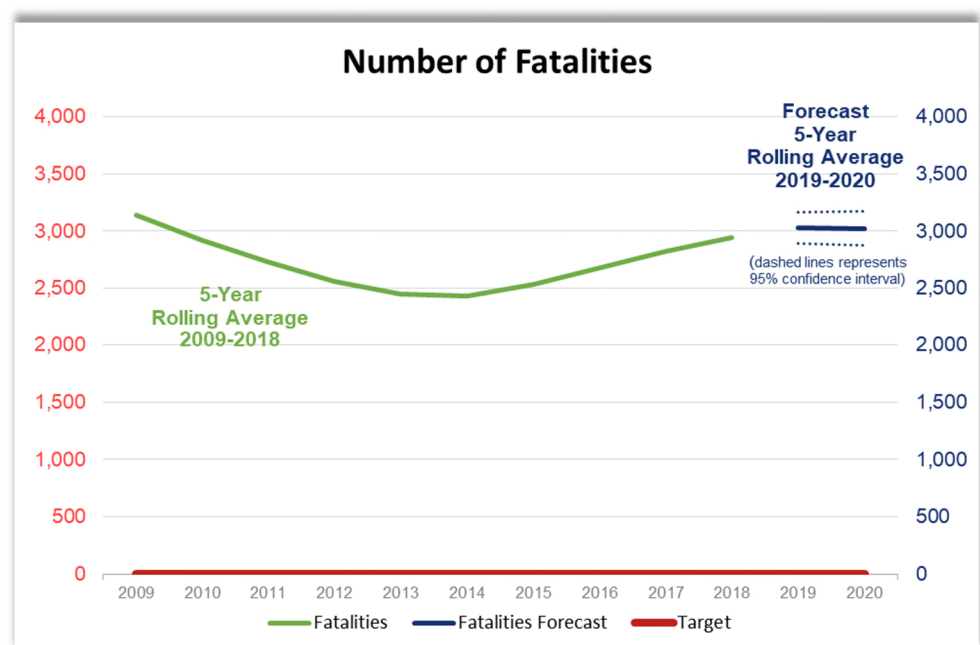


C1 - NUMBER OF FATALITIES:

The table below reflects the five-year rolling average of traffic fatalities for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, the five-year rolling average for total fatalities on Florida’s roads is forecasted to be between 2,877 and 3,175 in 2020. This forecast was made by combining FARS data with current state data from 2009 to 2018 to predict probable outcomes for 2019 and 2020.

Florida’s target for fatalities is zero in 2020.

While the data forecast indicates Florida’s five year rolling average for fatalities could continue to trend upward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities.

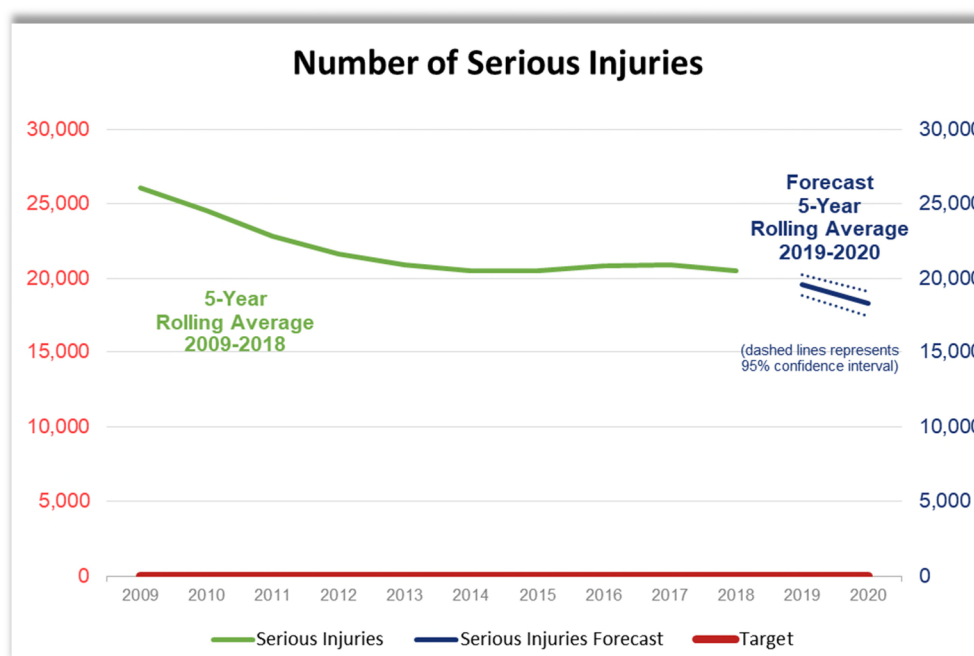


C2 - NUMBER OF SERIOUS INJURIES:

The table below reflects the five-year rolling average of serious injuries for each year and data forecast for 2019 and 2020. Based on statistical forecasting, the five-year rolling average for serious injuries on Florida's roads is forecasted to be between 17,480 and 19,123 in 2020. This forecast was made by combining FARS data with current state data from 2009 to 2018 to predict probable outcomes for 2019 and 2020.

Florida's target for serious injuries is zero in 2020.

The data forecast indicates Florida's five year rolling average of serious injuries will continue to trend downward in 2019 and 2020. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida's roads.

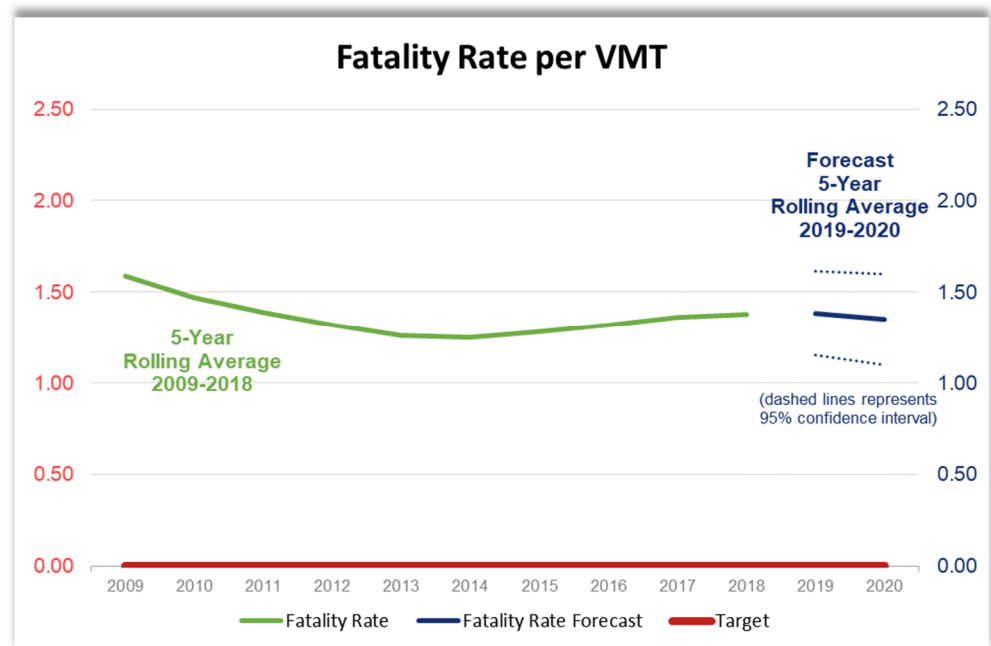


C3 - FATALITY RATE PER 100M VMT

The table below reflects the five-year rolling average for fatality rate per 100 million vehicle miles traveled (VMT) for each year and the data forecasts for 2019 and 2020. Based on statistical forecasting, the five-year rolling average for fatality rate per 100 million VMT on Florida’s roads is forecasted to be between 1.10 and 1.60 in 2020. This forecast was made by combining FARS data with current state data from 2009 to 2018 to predict probable outcomes for 2019 and 2020.

Florida’s target for fatality rate per 100 million VMT is zero in 2020.

While data forecast indicates Florida’s fatality rate per 100 million VMT will trend downward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend and ultimately reduce the fatality rate per 100 million VMT.

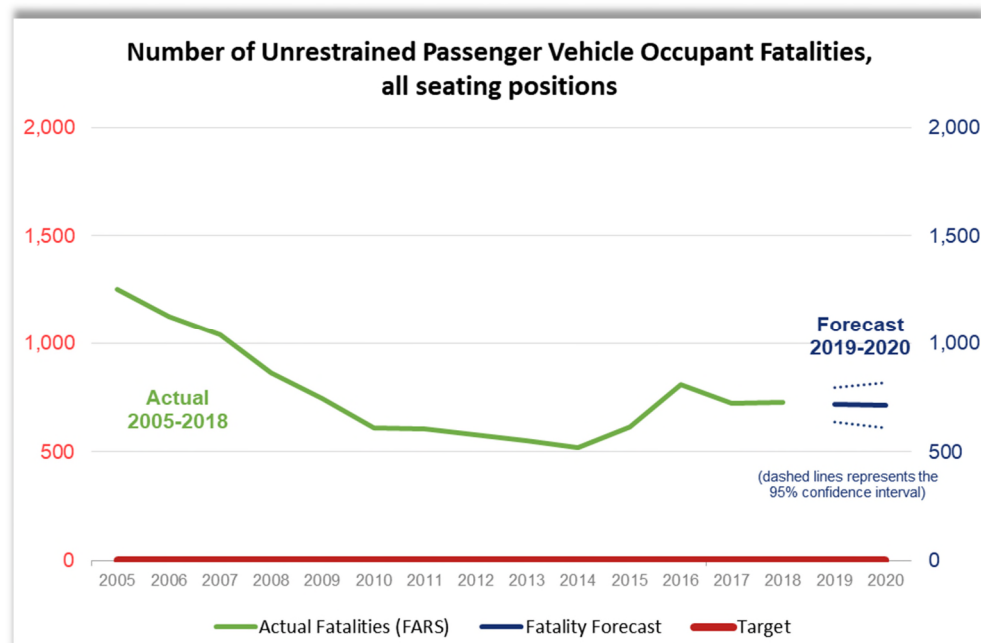


C4 - NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEATING POSITIONS:

The table below reflects the number of unrestrained passenger vehicle occupant fatalities, all seating positions for each year and the data forecasts for 2019 and 2020. Based on statistical forecasting, the number of unrestrained passenger vehicle occupant fatalities, all seating positions on Florida's roads is forecasted to be between 611 and 817 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida's target for the number of unrestrained passenger vehicle occupant fatalities, all seating positions is zero in 2020.

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

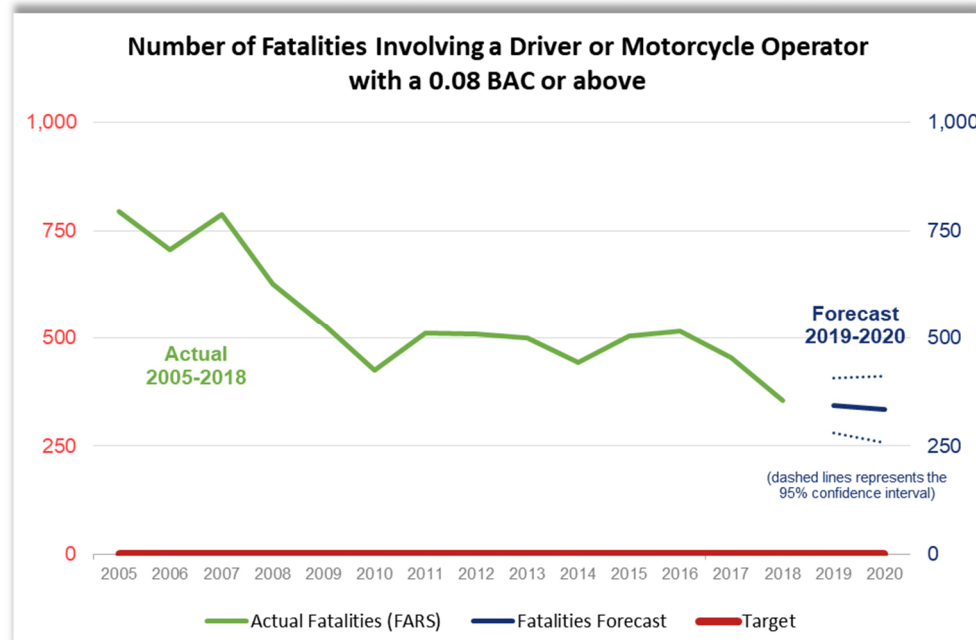


C5 - NUMBER OF FATALITIES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A .08 BAC OR ABOVE

The table below reflects the number of fatalities involving a driver or motorcycle operator with a .08 BAC or above for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, fatalities involving a driver or motorcycle operator with a .08 BAC or above on Florida's roads is forecasted to be between 258 and 411 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida's target for number of fatalities involving a driver or motorcycle operator with a .08 BAC or above is zero in 2020.

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

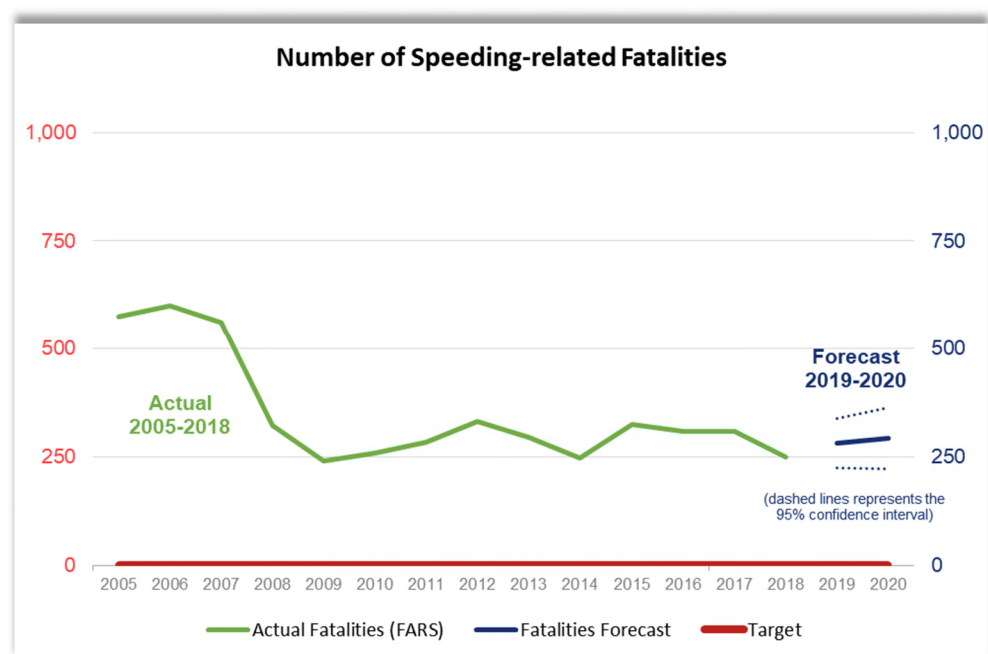


C6 - NUMBER OF SPEEDING-RELATED FATALITIES

The table below reflects the number of number of speeding-related fatalities for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, number of speeding-related fatalities on Florida’s roads is forecasted to be between 224 and 364 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida’s target for number of speeding-related fatalities is zero in 2020.

While the data forecast indicates Florida’s number of speeding-related fatalities will increase in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding mitigate the data forecast and ultimately reduce the number speeding-related fatalities.

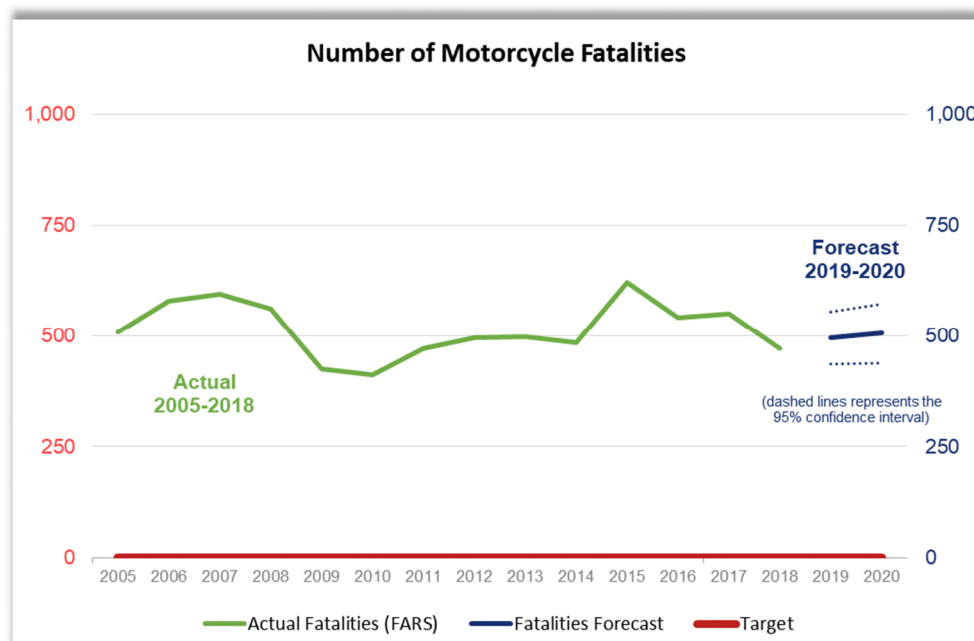


C7 - NUMBER OF MOTORCYCLIST FATALITIES

The table below reflects the number of motorcyclist fatalities for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, the number of motorcyclist fatalities on Florida's roads is forecasted to be between 440 and 574 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida's target for number of motorcyclist fatalities is zero in 2020.

While the data forecast indicates Florida's number of motorcyclist fatalities will increase in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of motorcyclist fatalities.

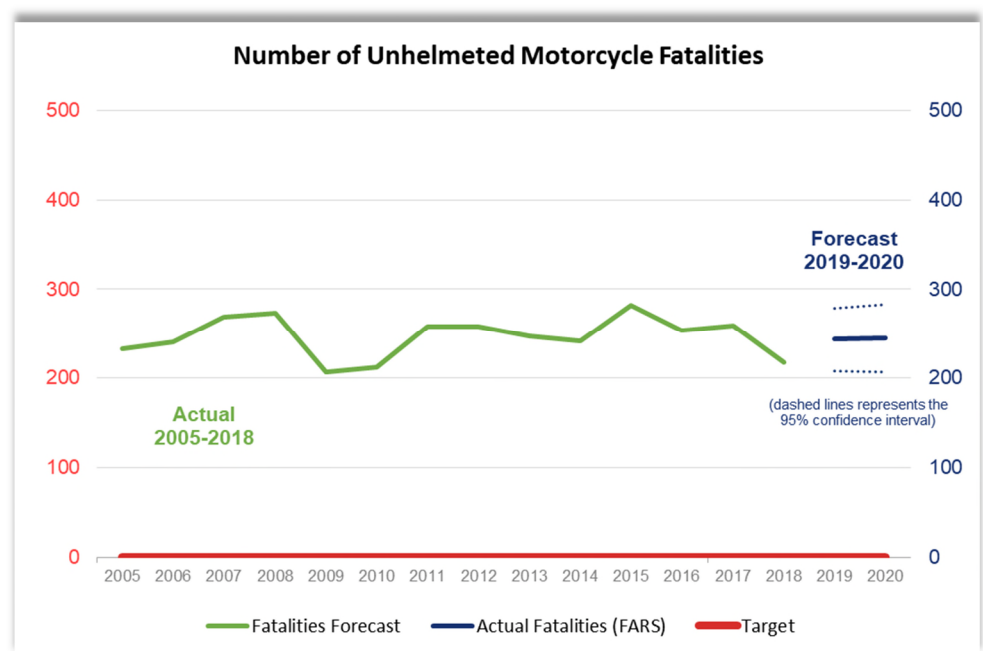


C8 - NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

The table below reflects the number of number of unhelmeted motorcyclist fatalities for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, number of unhelmeted motorcyclist fatalities on Florida’s roads is forecasted to be between 208 and 282 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida’s target for number of unhelmeted motorcyclist fatalities is zero in 2020.

While the data forecast indicates Florida’s number of unhelmeted motorcyclist fatalities could continue to trend upward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of unhelmeted motorcyclist fatalities.

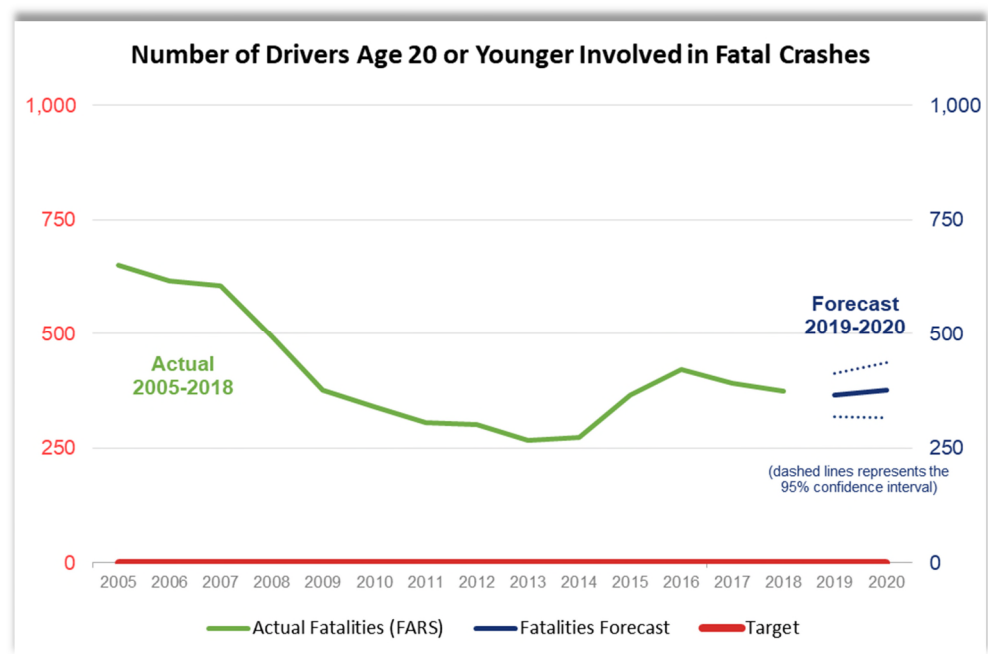


C9 - NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES

The table below reflects the number of number of drivers age 20 or younger involved in fatal crashes for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, number of drivers age 20 or younger involved in fatal crashes on Florida’s roads is forecasted to be between 317 and 437 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida’s target for number of drivers age 20 or younger involved in fatal crashes is zero in 2020.

While the data forecast indicates Florida’s number of drivers age 20 or younger involved in fatal crashes will increase in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of drivers age 20 or younger involved in fatal crashes.

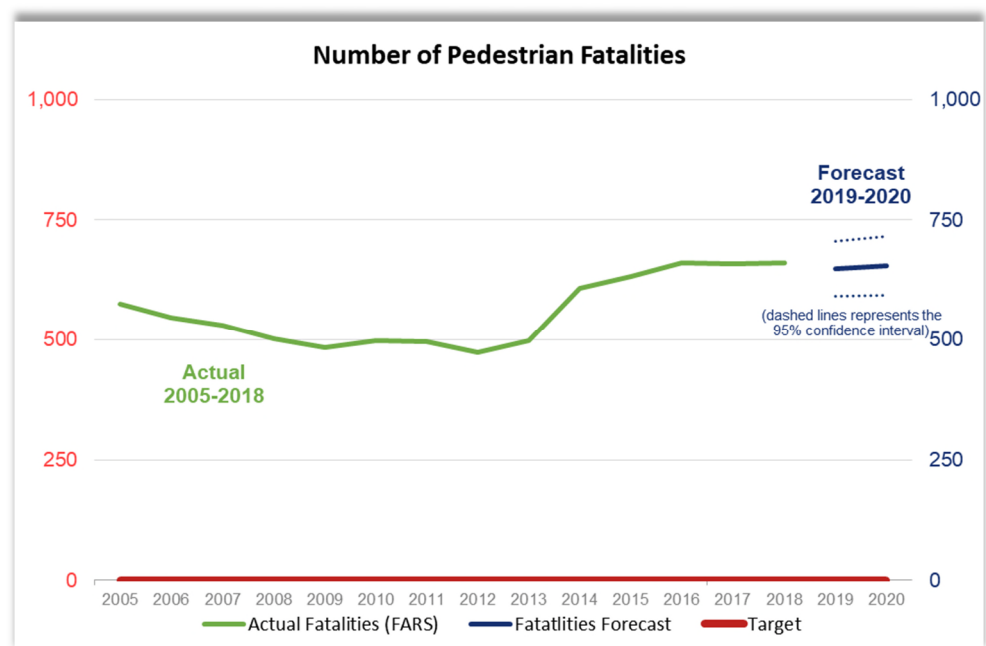


C10 - NUMBER OF PEDESTRIAN FATALITIES

The table below reflects the number of number of pedestrian fatalities for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, number of pedestrian fatalities on Florida’s roads is forecasted to be between 595 and 717 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida’s target for number of pedestrian fatalities is zero in 2020.

While the data forecast indicates Florida’s number of pedestrian fatalities could continue to trend upward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of pedestrian fatalities.

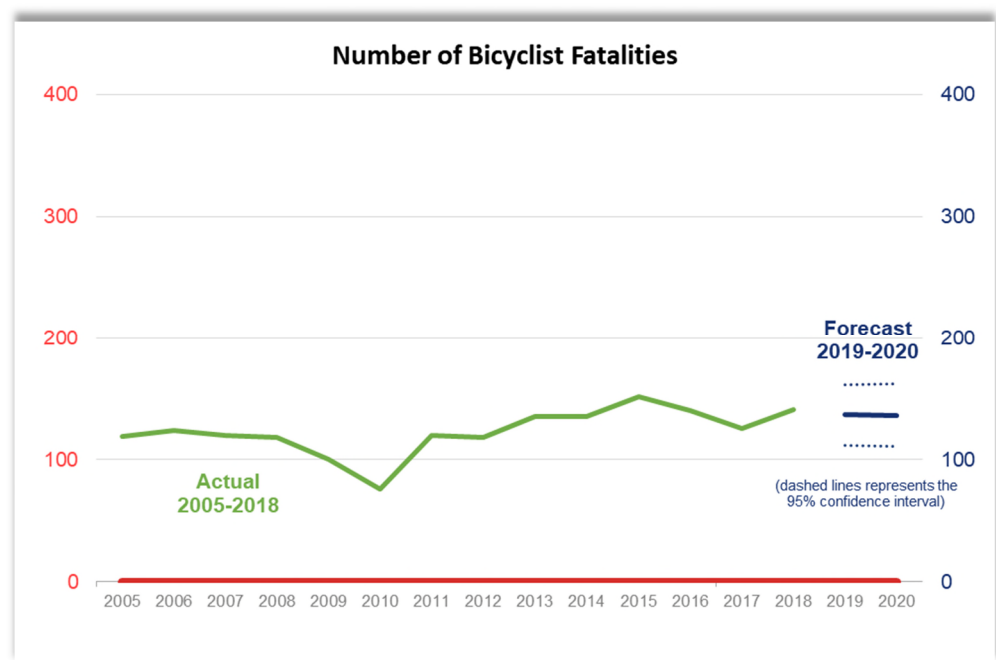


C11 - NUMBER OF BICYCLIST FATALITIES

The table below reflects the number of number of bicyclist fatalities for each year and the data forecast for 2019 and 2020. Based on statistical forecasting, number of bicyclist fatalities on Florida’s roads is forecasted to be between 111 and 162 in 2020. This forecast was made by combining FARS data with current state data from 2005 to 2018 to predict probable outcomes for 2019 and 2020.

Florida’s target for number of bicyclist fatalities is zero in 2020.

While the data forecast indicates Florida’s number of bicyclist fatalities could begin to flatten in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of bicyclist fatalities.

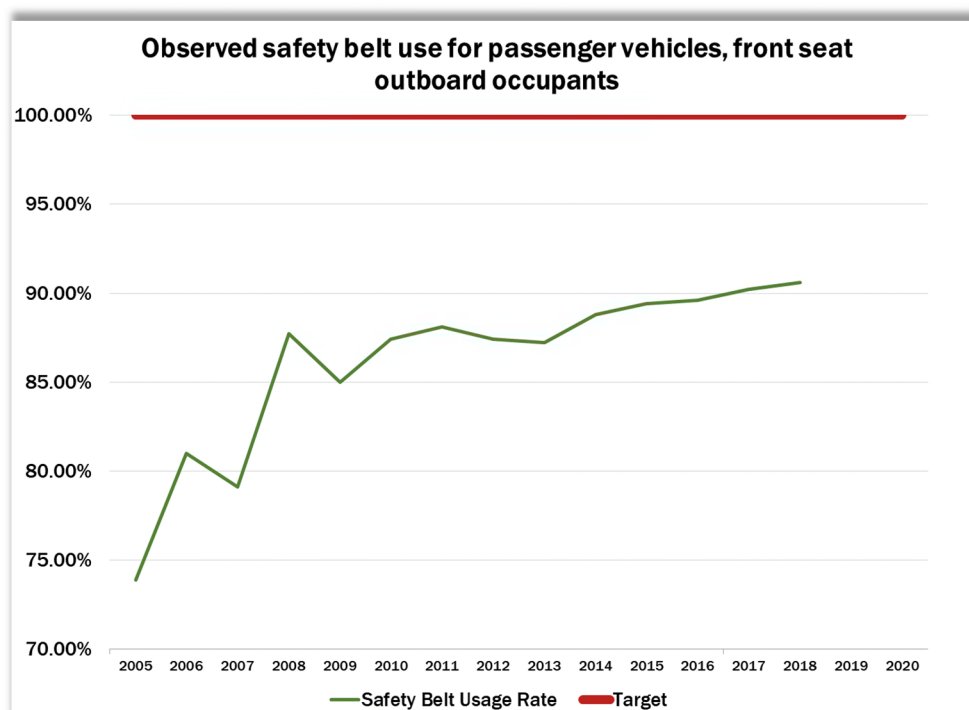


B1 – OBSERVED SAFETY BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS

The table below reflects the observed safety belt use for passenger vehicles, front seat outboard occupants for each year. Based on the trend, the observed safety belt use for passenger vehicles, front seat outboard occupants could remain relatively the same in 2019 and 2020. This forecast was made by using state data from 2005 to 2018 to show the trend.

Florida's target for observed safety belt use for passenger vehicles, front seat outboard occupants is 100 percent in 2020.

While the trend indicates Florida's observed safety belt use for passenger vehicles, front seat outboard occupants could remain relatively the same in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will enhance the upward trend in the observed safety belt use for passenger vehicles, front seat outboard occupants.



ACTIVITY MEASURES

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

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

	Activity Measures		2013	2014	2015	2016	2017	2018
A-1	Number of Grant-Funded Safety Belt Citations	Final	9,019	9,016	1,105	553	3,870	9,295
A-2	Number of Grant-Funded Impaired Driving Arrests	Final	4,003	2,133	1,060	1,848	1,121	1,134
A-3	Number of Grant-Funded Speeding Citations	Final	17,725	21,148	5,737	4,285	17,605	19,999

FLORIDA-SPECIFIC MEASURES

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

	Program Area	Florida Specific Measures		2013	2014	2015	2016	2017	2018	2019	2020
F-1	Aging Road Users	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	344	327	311	295	280	0	0	0
			Final	465	460	516	325	358			
F-2	Community Traffic Safety Outreach	Number of CTST outreach events conducted	Target	N/A	N/A	N/A	N/A	N/A	160	175	180
			Final	N/A	N/A	N/A	N/A	N/A	168		
F-3	Distracted Driving	Number of distracted driving fatalities	Target	N/A	N/A	N/A	N/A	N/A	0	0	0
			Final	200	224	220	241	241			
F-4	Paid Media	Estimated number of impressions									
		Impaired Driving	Target	N/A	N/A	N/A	N/A	N/A	3,000,000	3,000,000	75,000,000
			Final	N/A	N/A	N/A	N/A	N/A	85,389,616		
		Motorcycle Safety	Target	N/A	N/A	N/A	N/A	N/A	500,000	500,000	70,000,000
			Final	N/A	N/A	N/A	N/A	N/A	78,996,032		
		Occupant Protection	Target	N/A	N/A	N/A	N/A	N/A	1,000,000	1,000,000	90,000,000
			Final	N/A	N/A	N/A	N/A	N/A	98,028,754		
		Pedestrian and Bicycle Safety	Target	N/A	N/A	N/A	N/A	N/A	400,000	400,000	170,000,000
			Final	N/A	N/A	N/A	N/A	N/A	182,600,000		
F-5	Planning and Administration	Number of traffic safety subgrants executed	Target	N/A	N/A	N/A	N/A	N/A	168	170	175
			Final	N/A	N/A	N/A	N/A	N/A	145		
F-6	Police Traffic Services - LEL	Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic Safety Challenge	Target	N/A	N/A	N/A	N/A	N/A	100%	100%	100%
			Final	N/A	N/A	N/A	N/A	N/A			
F-7	Public Traffic Safety Professionals Training	Number of persons who received traffic safety professional's training	Target	N/A	N/A	N/A	N/A	N/A	500	500	2,000
			Final	N/A	N/A	N/A	N/A	N/A	2,383		
F-8	Traffic Records	Number of crashes submitted within 10 days to the state	Target	N/A	>60%	>65%	>70%	>75%	>80	>80%	>80%
			Final	N/A	63.80%	69.93%	76.40%	74.30%	80.44%		
F-9	Work Zone Safety	Number of fatalities in work zones	Target	N/A	N/A	N/A	N/A	N/A	0	0	0
			Final	74	64	77	24	28			

Per 23 CFR 1300.11, Florida has established performance measures for all program focus areas. Because these are newly established measures, there is not historical reporting of prior years.

Indicates that data is not currently available

Performance Report

In accordance with Final Rule, 23 CFR Part 1300, Uniform Procedures for State Highway Safety Grant Programs, Florida is providing the below performance report that shows the State's progress towards meeting state performance targets from the previous fiscal year's HSP. All 2018 numbers are based on preliminary state data and subject to change.

Core Performance Measures			2013	2014	2015	2016	2017	2018
C-1	Number of Traffic Fatalities	Target	N/A	N/A	N/A	N/A	N/A	0
		Final	2,403	2,494	2,938	3,174	3,112	3,135
C-2	Number of Serious Injuries in Traffic Crashes	Target	N/A	N/A	N/A	N/A	N/A	0
		Final	12,930	20,907	21,546	21,645	20,037	17,976
C-3	Number of Fatalities/100M VMT	Target	N/A	N/A	N/A	N/A	N/A	0
		Final	1.25	1.24	1.42	1.47	1.42	1.34
C-4	Number of Unrestrained Occupant Fatalities – All Seating Positions	Target	N/A	N/A	N/A	N/A	N/A	0
		Final	553	511	602	745	671	728
C-5	Number of Fatalities Involving Driver/Motorcyclist with .08+ BAC	Target	N/A	N/A	N/A	N/A	N/A	0
		Final	672	694	794	905	839	356
C-6	Number of Speeding-Related Fatalities	Target	N/A	N/A	N/A	N/A	N/A	0
		Final	346	245	320	310	299	249
C-7	Number of Motorcyclist Fatalities	Target	N/A	N/A	N/A	N/A	N/A	0
		Final	485	478	615	586	590	472
C-8	Number of Unhelmeted Motorcyclist Fatalities	Target	N/A	N/A	N/A	N/A	N/A	0
		Final	237	223	283	283	228	218
C-9	Number of Drivers ≤ Age 20 Involved in Fatal Crashes	Target	N/A	N/A	N/A	N/A	N/A	0
		Final	263	269	359	401	381	375
C-10	Number of Pedestrian Fatalities	Target	N/A	N/A	N/A	N/A	N/A	0
		Final	499	588	629	653	654	661
C-11	Number of Bicyclist Fatalities	Target	N/A	N/A	N/A	N/A	N/A	0
		Final	133	139	150	138	125	141
Behavioral Measures			2013	2014	2015	2016	2017	2018
B-1	Observed Safety Belt Use, Front Seat Outboard Occupants	Target	90.0%	90.0%	90.0%	90.0%	90.0%	100%
		Final	87.2%	88.8%	89.4%	89.6%	90.2%	90.6%
Activity Measures			2013	2014	2015	2016	2017	2018
A-1	Number of Grant-Funded Safety Belt Citations	Final	9,019	9,016	1,105	553	3,870	9,295
A-2	Number of Grant-Funded Impaired Driving Arrests	Final	4,003	2,133	1,060	1,848	1,121	1,134
A-3	Number of Grant-Funded Speeding Citations	Final	17,725	21,148	5,737	4,285	17,605	19,999
Florida-Specific Measures			2013	2014	2015	2016	2017	2018
F-1	Number of Florida resident drivers age 65 or older involved in fatal crashes	Target	344	327	311	295	280	0
		Final	465	460	516	325		
F-2	Number of CTST outreach events conducted	Target	N/A	N/A	N/A	N/A	N/A	160
		Final	N/A	N/A	N/A	N/A	N/A	168
F-3	Number of distracted driving fatalities	Target	N/A	N/A	N/A	N/A	N/A	0
		Final	N/A	N/A	N/A	N/A	N/A	
F-4	Estimated number of impressions							
	Aging Road Users	Target	N/A	N/A	N/A	N/A	N/A	30,000
		Final	N/A	N/A	N/A	N/A	N/A	0
	Impaired Driving	Target	N/A	N/A	N/A	N/A	N/A	3,000,000
		Final	N/A	N/A	N/A	N/A	N/A	85,389,616
	Motorcycle Safety	Target	N/A	N/A	N/A	N/A	N/A	500,000
		Final	N/A	N/A	N/A	N/A	N/A	78,996,032
	Occupant Protection	Target	N/A	N/A	N/A	N/A	N/A	1,000,000
		Final	N/A	N/A	N/A	N/A	N/A	98,028,754
	Pedestrian and Bicycle Safety	Target	N/A	N/A	N/A	N/A	N/A	400,000
		Final	N/A	N/A	N/A	N/A	N/A	182,600,000
F-5	Number of traffic safety subgrants executed	Target	N/A	N/A	N/A	N/A	N/A	168
		Final	N/A	N/A	N/A	N/A	N/A	145
F-6	Percent of law enforcement agencies participating in the Florida Law Enforcement Liaison Traffic Safety Challenge	Target	N/A	N/A	N/A	N/A	N/A	100%
		Final	N/A	N/A	N/A	N/A	N/A	
F-7	Number of persons who received traffic safety professional's training	Target	N/A	N/A	N/A	N/A	N/A	500
		Final	N/A	N/A	N/A	N/A	N/A	2,383
F-8	Number of crashes submitted within 10 days to the state	Target	N/A	>60%	>65%	>70%	>75%	>80%
		Final	N/A	63.80%	69.93%	76.40%	74.30%	80.44%
F-9	Number of fatalities in work zones	Target	N/A	N/A	N/A	N/A	N/A	0
		Final	N/A	N/A	N/A	N/A	N/A	

Indicates that data is not currently available

Evidence-Based Enforcement Plan

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

DATA-DRIVEN ENFORCEMENT

Florida's evidence-based enforcement plan uses data-driven tools to identify specific traffic safety concerns and the areas of the state that represent the highest risk for crashes, serious injuries, and fatalities. The Florida Highway Safety Matrix ranks combined serious injury and fatality data in county- and city-level matrices. Based upon five years of data (2013-2017), these matrices provide Florida decision-makers with critical information about the status of traffic safety in counties and cities throughout the state.

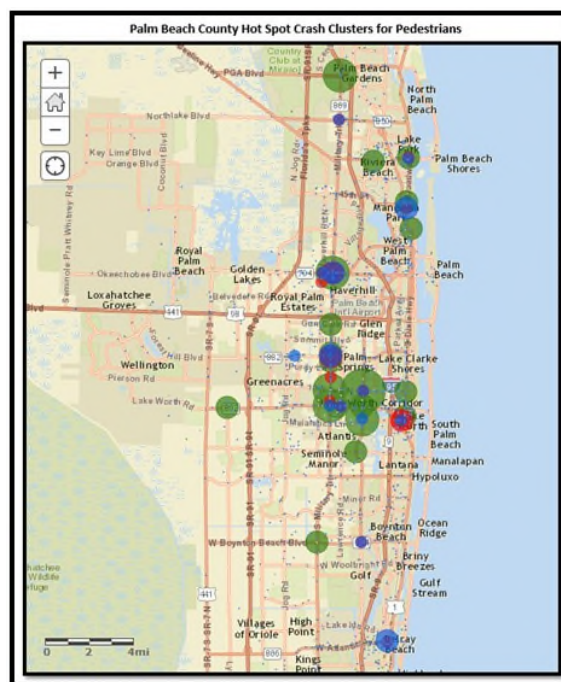
County- and city-level matrices are divided into three groups based upon population. The numbers in each matrix represent where a county or city ranks relative to its population group in a particular program area based on the total serious injuries and fatalities, where "1" represents the highest number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

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

for each law enforcement agency and county. These tools also break down data on crash hot spots by program area to direct enforcement to high crash locations.

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

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



HIGH VISIBILITY ENFORCEMENT AND NATIONAL MOBILIZATION SUPPORT

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

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

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

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

MEDIA SUPPORT

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

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

- ***Alert Today, Alive Tomorrow*** – increases awareness of and compliance with pedestrian and bicycle laws
- ***Drink + Ride = Lose*** – reminds motorcyclists of the risks, as well as physical, legal, and monetary costs associated with riding impaired
- ***Ride Smart*** – encourages motorcyclists to not drink and ride, make themselves more visible, always wear a helmet, ride within personal and legal limits, train regularly, and obtain a motorcycle endorsement on their license
- ***Share the Road*** – reminds motorists to look for and share the road with motorcyclists

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

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

CONTINUOUS FOLLOW-UP AND ADJUSTMENT

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

The list of high-visibility enforcement subgrants for FY2020 can be found on the following pages:

- Impaired Driving..... page 62
- Motorcycle Safety..... page 71
- Occupant Protection and Child Passenger Safety page 75
- Pedestrian and Bicycle Safety..... page ~~87~~ 88
- Speed / Aggressive Driving page 104
- Work Zone Safety..... page ~~123~~ 125



FDOT Program Areas

Florida's 2020 HSP projects are divided up into different program areas by the FDOT State Safety Office to assist with the analyzing, directing, and monitoring of the highway safety countermeasure activities through the traffic safety subgrant programs. The program area categories are:

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

Aging Road Users

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

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

The goal of Florida's Aging Road User Program is to improve the safety and mobility of the state's older drivers by reducing their fatalities, serious injuries, and crashes. At the same time, the program seeks to help them maintain their mobility and independence. FY2020 projects address aging road user safety from several angles and enlist local agencies to address this important issue in their specific geographic areas.

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Ninth Edition, 2017 guide*. See the following section(s):

- *Communications and Outreach* (CTW, Chapter 7: Pages 7-11)
-

Project Name: Safe Mobility for Life Coalition

Implementing Agency: Pepper Institute on Aging and Public Policy

Project Number: CP-20-04-09

Funding Source: 402

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

Budget: \$350,000



Project Name: Aging Road User Information Systems 2019-2020

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

Project Number: CP-20-04-10

Funding Source: 402

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

Budget: \$182,469

Find a Ride Florida

Low Vision Users

StandardBlack/WhiteWhite/BlackYellow/Blue

Fill out the information below to find your transportation options in Florida
If you are a family member or caregiver, please complete the form on the rider's behalf.

Traveling from: ?

Starting location

Traveling to: (optional) ?

Destination

What is the purpose of the trip?

☐ Education

☐ Work

☐ Medical

☐ Other ?

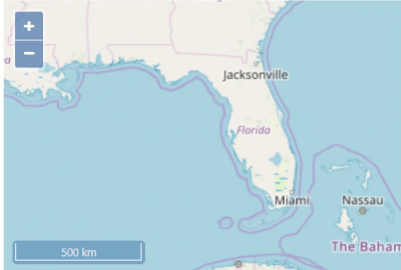
Do any of the following apply?


☐ Age 60 or older ?

☐ Need escort to and from vehicle

☐ Need accommodation for wheelchair

Find a ride





Florida Department of Transportation • 2020 Highway Safety Plan

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Project Name: (see below)

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: 402

Project Description: The following local enforcement agencies will receive funding to reduce fatalities and serious injuries to aging road users by conducting educational programs and community outreach. Efforts include trainings and educational materials for aging road users to inform them of driving risks, help them assess their driving knowledge and capabilities, suggest methods to adapt to and compensate for changing capabilities and provide information on alternative transportation options available. Programs will help to encourage positive perceptions and attitudes of older drivers and produce positive social norms about transitioning from driving.

Budget: \$32,750

Project Number	Implementing Agency	Project Name	Budget
CP-20-04-11	Apopka Police Department	Assisting Aging Road Users	\$1,250
CP-20-04-12	Broward Sheriff's Office	65+ Grand Drivers	\$14,000
CP-20-04-13	Coral Springs Police Department	Coral Springs Aging Road User Program	\$4,500
CP-20-04-14	Fruitland Park Police Department	Operation Fountain of Y.O.U.T.H.	\$3,000
CP-20-04-15	Lee County Sheriff's Office	Seniors Driving Safely Program	\$10,000

Community Traffic Safety Outreach

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Ninth Edition, 2017 guide*. See the following section(s):

- *Communications and Outreach* (CTW, Chapter 2: Pages 22-25; Chapter 4, Pages 17-18; Chapter 8: Pages 8-27)
-

Project Name: Community Traffic Safety Teams

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: 402

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

Budget: \$210,000

Project Number	Implementing Agency	Project Name	Budget
CP-20-04-01	Florida Department of Transportation – District 1	Public Information and Education Program – District 1	\$30,000
CP-20-04-02	Florida Department of Transportation – District 2	Public Information and Education Program – District 2	\$30,000
CP-20-04-03	Florida Department of Transportation – District 3	Public Information and Education Program – District 3	\$30,000
CP-20-04-04	Florida Department of Transportation – District 4	Public Information and Education Program – District 4	\$30,000
CP-20-04-05	Florida Department of Transportation – District 5	Public Information and Education Program – District 5	\$30,000
CP-20-04-06	Florida Department of Transportation – District 6	Public Information and Education Program – District 6	\$30,000 \$50,000
CP-20-04-07	Florida Department of Transportation – District 7	Public Information and Education Program – District 7	\$30,000



Community Traffic Safety Teams

Project Name: Community Traffic Safety Support

Implementing Agency: Center for Urban Transportation Research

Project Number: CP-20-04-08

Funding Source: 402

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

Budget: \$274,500

Distracted Driving

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

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

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Ninth Edition, 2017 guide*. See the following section(s):

- *Communications and Outreach* (CTW, Chapter 4: Pages 17-18)
-

Project Name: Distracted Driving Outreach Program

Implementing Agency: Center for Urban Transportation Research

Project Number: DD-20-04-01

Funding Source: 402

Project Description: The University of South Florida, Center for Urban Transportation Research (CUTR) will receive funding to conduct a local distracted driving community outreach and education on the University of South Florida campuses, utilizing pre-and post-surveys to determine behavioral changes.

Budget: \$26,000



Project Name: Law Enforcement Distracted Driving Outreach and Education

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: 402

Project Description: The following local enforcement agencies will receive funding to conduct distracted driving educational programs, community outreach, and enforcement operations. 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: \$63,500

Project Number	Implementing Agency	Project Name	Budget
DD-20-04-02	Apopka Police Department	Apopka Distracted Driving Program	\$10,500
DD-20-04-03	Broward Sheriff's Office	Broward Distracted Driving Program	\$11,000
DD-20-04-04	Calhoun County Sheriff's Office	Calhoun County Distracted Driving Program	\$10,500
DD-20-04-05	Coral Springs Police Department	Coral Springs Distracted Driving Program	\$10,500
DD-20-04-06	Gainesville Police Department	Gainesville Distracted Driving Program	\$10,500
DD-20-04-07	Jupiter Police Department	Jupiter Distracted Driving Program	\$10,500

Impaired Driving

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

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

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Ninth Edition, 2017 guide*. See the following section(s):

- *Deterrence: Enforcement* (CTW: Chapter 1, Pages 24-31)
- *Deterrence: Prosecution and Adjudication* (CTW: Chapter 1, Pages 33-39)

- *Prevention, Intervention, Communications and Outreach* (CTW: Chapter 1, Pages 51-58)
- *Underage Drinking and Drinking and Driving* (CTW: Chapter 1, Pages 59-68)
- *Drug-Impaired Driving* (CTW: Chapter 1, Pages 69-74)

Project Name: Florida Impaired Driving Coalition

Implementing Agency: Center for Urban Transportation Research

Project Number: AL-20-05-01

Funding Source: 402

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

Budget: \$153,932



Project Name: ~~Florida Department of Law Enforcement~~

Implementing Agency: ~~Improving Highway Safety Through Data Analysis~~

Project Number: ~~AL-20-05-02~~

Funding Source: ~~402~~

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 new drug testing instrumentation that will assist the state with improving prosecution and adjudication of impaired driving cases. FDLE will also train its law enforcement contributors on case analysis and State Attorney's offices on the ability to identify and report drugs for court cases which will assist in the accurate and timely prosecution of impaired drivers.~~

Budget: ~~\$449,064~~

Project Name: Florida Department of Highway Safety and Motor Vehicles

Implementing Agency: DUI Centralized Repository Database

Project Number: AL-20-05-03

Funding Source: 402

Project Description: The Florida Department of Highway Safety and Motor Vehicles (DHSMV) will receive funding to contract with a consultant to determine how to bring all DUI related databases/tracking systems into one comprehensive system. DHSMV will ultimately like to develop a centralized repository database that would be a statewide, real-time, electronic system to track impaired driving offenders from arrest through disposition and treatment, that could be utilized by all stakeholders involved in the efforts to reduce impaired driving crashes in Florida.

Budget: \$200,000

Project Name: Traffic Safety Resource Prosecutor Program (TSRP)

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

Project Number: M5CS-20-06-01

Funding Source: 405(d)

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

Budget: **\$451,882**

Project Name: MADD Florida Safe and Aware

Implementing Agency: Mothers Against Drunk Driving (MADD) Florida

Project Number: M5X-20-06-01

Funding Source: 405(d)

Project Description: Mothers Against Drunk Driving (MADD) will receive funding to raise awareness about the dangers of impaired driving and underage drinking and to promote positive social norms of not driving while impaired. MADD's prevention efforts include education for children, teens, and adults as well as campaigns targeting designated drivers, impaired driving, and underage drinking. Education may occur through formal classroom settings, news media, and public service announcements, along with a wide variety of other

communication channels such as posters, billboards, and web banners. MADD will use 5 program specialists around the state to reach approximately 45,000 individuals.

Budget: \$295,000



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

Implementing Agency: Institute of Police Technology and Management

Project Number: M5X-20-06-02

Funding Source: 405(d)

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

Budget: \$30,000

Project Name: ~~Value Life~~

Implementing Agency: ~~The Meagan Napier Foundation~~

Project Number: ~~M5X-20-06-03~~

Funding Source: ~~405(d)~~

Project Description: ~~The Florida Sheriffs Association will contract with The Meagan Napier Foundation to conduct impaired driving related outreach and educational presentations across the state. Meagan Napier and Lisa Dickson were victims of an impaired driving crash in 2002. Meagan's mother, Renee, and Eric Smallridge, the impaired driver involved in the crash that killed Napier's daughter, deliver a powerful message about the dangers and consequences of driving while impaired. During their presentations, they also discuss safe alternatives for getting home.~~

Budget: ~~\$16,500~~



Project Name: Impaired Driving Media Awareness Survey
Implementing Agency: Institute of Police Technology and Management
Project Number: M5X-20-06-04
Funding Source: 405(d)
Project Description: University of North Florida Institute of Police Technology and Management will conduct a DUI media awareness study to help evaluate the effectiveness of Florida's *Drive Sober or Get Pulled Over* media efforts. The data collected will help improve Florida's future DUI media efforts by letting us know things like where the message is being heard and what types of media are most recognized.
Budget: \$60,000

Project Name: (see below)
Implementing Agency: (see below)
Project Number: (see below)
Funding Source: 405(d)
Project Description: The following enforcement agencies have jurisdiction over communities with high fatalities and serious injuries due to impaired driving and currently rank in the top 25% of the FY2020 Highway Safety Matrix. They will receive funding to conduct overtime impaired driving enforcement efforts and will utilize DUI and low manpower checkpoints, and/or saturation and directed patrols to apprehend impaired drivers. All agencies are encouraged to participate in the national *Drive Sober or Get Pulled Over* enforcement waves in addition to enforcement activities during holidays usually associated with excessive drinking such as New Year's Day, NFL Super Bowl, St. Patrick's Day, Cinco de Mayo, Independence Day, Labor Day, and Halloween.
Budget: \$1,181,750



Project Number	Implementing Agency	Project Name	Budget
M5HVE-20-06-01	Cape Coral Police Department	Cape Coral Impaired Driving Education and Enforcement	\$45,000
M5HVE-20-06-02	Apopka Police Department	Arresting Impaired Motorists	\$10,000
M5HVE-20-06-03	Bay County Sheriff's Office	Enhanced Impaired Driving Enforcement Overtime	\$30,000
M5HVE-20-06-04	Bradenton Police Department	Bradenton Police Department Operation "Don't Drive Drunk"	\$20,000
M5HVE-20-06-05	Boynton Beach Police Department	Boynton Beach Impaired Driving Enforcement	\$50,000
M5HVE-20-06-06	Lee County Sheriff's Office	Impaired Driving Enforcement and Education Program	\$53,000
M5HVE-20-06-07	Bradford County Sheriff's Office	Bradford County Impaired Driving Enforcement	\$35,000
M5HVE-20-06-08	Pensacola Police Department	Impaired Driving Enforcement Grant FY2020	\$46,000
M5HVE-20-06-09	Wauchula Police Department	Operation, Outreach, Education, and Enforcement Impaired Driving Safety Program	\$20,000
M5HVE-20-06-10	Putnam County Sheriff's Office	Impaired Driving Task Force 2019-2020	\$11,500
M5HVE-20-06-11	Hillsborough County Sheriff's Office	Operation Trident: Outreach, Education, and Enforcement	\$130,000
M5HVE-20-06-12	Pinellas County Sheriff's Office	Impaired Driving Enhancement Project	\$40,000
M5HVE-20-06-13	Palm Beach County Sheriff's Office	City of Lake Worth Impaired Driving Strategy	\$30,000
M5HVE-20-06-14	Tampa Police Department	Last Call	\$196,250
M5HVE-20-06-15	Gainesville Police Department	City of Gainesville Safe Gator	\$30,000
M5HVE-20-06-16	Orlando Police Department	Orlando Police Department Impaired Driving Enforcement Team	\$100,000
M5HVE-20-06-17	Santa Rosa County Sheriff's Office	Impaired Driving - A Problem That Affects Us All	\$50,000
M5HVE-20-06-18	Miami-Dade Police Department	Specialized Enforcement Operations Targeting Impaired Driving	\$225,000
M5HVE-20-06-19	Highlands County Sheriff's Office	Sheriff's Strategic Enforcement Project	\$20,000
M5HVE-20-06-20	Baker County Sheriff's Office	Baker County Sheriff's Office Impaired Driving Program	\$25,000
M5HVE-20-06-21	Columbia County Sheriff's Office	Enhanced Impaired Driving Enforcement	\$50,000

Motorcycle Safety

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

Florida has more than 1.2 million drivers with motorcycle endorsements and approximately 620,000 registered motorcycles. Motorcycles represented three percent of registered motor vehicles, and less than one percent of traffic on Florida's roadways, yet represented 18 percent of Florida's traffic fatalities and 12 percent of serious injuries during the last five years.

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Ninth Edition, 2017 guide*. See the following section(s):

- *Alcohol-Impaired Motorcyclists: Communications and Outreach* (CTW: Chapter 5, Pages 13-15)
 - *Communications and Outreach* (CTW: Chapter 5, Page 16)
 - *Motorcycle Rider Licensing and Training* (CTW: Chapter 5, Page 17)
-

Project Name: Florida's Comprehensive Motorcycle Safety Program

Implementing Agency: Center for Urban Transportation Research

Project Number: MC-20-10-01

Funding Source: 402

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



Budget: \$500,500

Project Name: Motorcycle Program Evaluation and Data Collection

Implementing Agency: Center for Urban Transportation Research

Project Number: MC-20-10-02

Funding Source: 402

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

Budget: \$110,000

Project Name:	Motorcycle Education and Injury Prevention Program in Trauma Centers
Implementing Agency:	University of Miami
Project Number:	MC-20-10-03
Funding Source:	402
Project Description:	<p>The University of Miami will continue the central/south Florida trauma initiative to conduct injury prevention and education programs in at least three Florida trauma centers. These programs will offer safety-related educational programs for multidisciplinary teams of EMS and other pre-hospital personnel, trauma surgeons, emergency medical physicians, consulting physicians, nurses, and ancillary staff who will assist in providing safety information directly to motorcycle crash victims and their families. Injury and prevention education for medical personnel will be concentrated in but not limited to the five counties with the greatest number of motorcycle fatalities (Broward, Hillsborough, Miami-Dade, Orange, and Pinellas). By implementing more effective response protocols, and educating motorcyclists involved in crashes on the methods of reducing risks on the roadways, this project expects to reduce motorcycle-involved fatalities and serious injuries. The program will also study motorcyclists' alcohol, drug and 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.</p>
Budget:	\$199,192



Project Name: Safe Motorcycle and Rider Techniques (SMART)
Implementing Agency: Osceola County Sheriff's Office
Project Number: MC-20-10-04
Funding Source: 402
Project Description: The Osceola County Sheriff's Office will continue offering the Safe Motorcycle and Rider Techniques (SMART) training program based on skill sets addressed in the Basic Police Motorcycle Operators Course. The course will be offered to the public (not only Osceola County residents) free of charge to improve riding skills. Osceola County borders Orange County, which is one of the top five counties in Florida for motorcycle fatalities. After completing this program, riders will be better able to avoid crashes, reducing motorcycle fatalities and serious injuries in Osceola, Orange, and other neighboring counties. Reductions in these counties will also contribute to a significant reduction in overall motorcycle fatalities in Florida. The Osceola County Sheriff's Office will also conduct monthly motorcycle enforcement operations targeting unsafe riding behaviors in the City of Kissimmee, as one of the largest contributing cities to the total motorcycle fatalities in the Osceola County area.
Budget: \$60,000

Project Name: Preventing Street Racing Through Legal Alternatives
Implementing Agency: Florida State University Police Department
Project Number: MC-20-10-05
Funding Source: 402
Project Description: The Florida State University Police Department will continue to use its motorsports team to educate sport bike riders at amateur level sanctioned motorsports events in Florida on the dangers of street racing. Track Day training is also offered and it is intended to increase the technical skills, confidence and respect in riders who would otherwise be engaging in risky street racing and stunting. This program

allows experienced instructors to demonstrate and train on the dangers of exceeding the limitations of sport bikes on roadways, and the advantages of moving into a high-performance environment.

Budget: \$82,500

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

Implementing Agency: Gainesville Police Department

Project Number: MC-20-10-06

Funding Source: 402

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

Budget: \$42,500

Project Name: Motorcycle Awareness Survey

Implementing Agency: Institute of Police Technology and Management

Project Number: MC-20-10-07

Funding Source: 402

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

Budget: \$60,000

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

Implementing Agency: Center for Urban Transportation Research

Project Number: MC-20-10-08

Funding Source: 402

Project Description: The University of South Florida's Center for Urban Transportation Research (CUTR) will receive grant funding to revise and expand the mentorship program for every rider (MEPER) which encourages safe riding habits and helmet use. CUTR will update its approach to implementing and promoting the MEPER based on the observed outcomes and challenges experienced in the "Demonstration of Voluntary Helmet Use" project conducted from 2014-2019 funded by NHTSA.

Budget: \$54,773

Project Name: Motorcycle Operator Street-Survival Skills

Implementing Agency: Tampa Police Department

Project Number: MC-20-10-09

Funding Source: 402

Project Description: The City of Tampa Police Department will offer the Safe Motorcycle and Rider Techniques (SMART) training program based on skill sets addressed in the Basic Police Motorcycle Operators Course. The course will be offered to the public (not just to Tampa residents) free of charge to improve riding skills. Tampa is within the top 25% in Florida for motorcycle fatalities. After completing this program, riders will be better able to avoid crashes, reducing motorcycle fatalities and serious injuries in Tampa Bay area and other neighboring counties. Along with training, the Tampa Police Department will also conduct monthly motorcycle enforcement operations targeting unsafe riding behaviors.

Budget: ~~\$30,000~~ \$91,000

Project Name: Jacksonville Sheriff's Office SMART Motorcycle Program

Implementing Agency: Jacksonville Sheriff's Office

Project Number: MC-20-10-10

Funding Source: 402

Project Description: The Jacksonville Sheriff's Office will offer the Safe Motorcycle and Rider Techniques (SMART) training program based on skill sets addressed in the Basic Police Motorcycle Operators Course. The course will be offered to the public (not just to Jacksonville residents) free of charge to improve riding skills. Jacksonville is within the top 25% in Florida for motorcycle fatalities. After completing this program, riders will be better able to avoid crashes, reducing motorcycle fatalities and serious injuries.

Budget: \$22,500



Project Name: Motorcycle and Scooter Enforcement and Education

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: 402

Project Description: The following agencies will receive funding to conduct a data-driven educational and high visibility enforcement program targeting unsafe motorcycle and scooter operation as well as unendorsed riders in areas vulnerable to motorcycle and scooter crashes, and currently rank in the top 25% of the FY2020 Highway Safety Matrix. The funds will consist of overtime salaries and benefits. The FDOT State Safety Office will continuously monitor enforcement activities as well as offer technical support to ensure the success of each program and to make sure agencies are complying with federal guidelines that prohibit conducting any checkpoints that target motorcycles for helmet use.

Budget: \$338,905

Project Number	Implementing Agency	Project Name	Budget
MC-20-10-11	Hillsborough County Sheriff's Office	HCSO Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	\$100,000
MC-20-10-12	City of Miami Police Department	Motorcycle Safety Initiative Overtime Patrol Project	\$50,000
MC-20-10-13	Broward Sheriff's Office	Broward Motorcycle Safety Enforcement Program	\$90,000
MC-20-10-14	Delray Beach Police Department	Delray Beach Police Motorcycle Safety/Enforcement Program	\$20,000
MC-20-10-15	Daytona Beach Police Department	Increasing the Safety of Motorcyclists Through Enforcement and Education	\$55,000
MC-20-10-16	Ocala Police Department	Motorcycle Safety Program	\$23,905

Occupant Protection and Child Passenger Safety

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

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

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

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

STRATEGIES

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

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

EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Ninth Edition, 2017 guide*. See the following section(s):

- *Countermeasures Targeting Adults* (CTW: Chapter 2, Pages 7-13)
- *Countermeasures Targeting Children and Youth* (CTW: Chapter 2, Pages 26-27)
- *Other Strategies* (CTW: Chapter 2, Pages 34-35)

Project Name:	Florida's Occupant Protection Coalition
Implementing Agency:	University of Florida Transportation Technology Transfer (T2) Center
Project Number:	OP-20-02-01
Funding Source:	402
Project Description:	The University of Florida's Florida Transportation Technology Transfer (T2) Center will continue to provide support for the Florida Occupant Protection Coalition and the statewide Occupant Protection Strategic Plan by managing all the related administrative tasks such as preparing and reimbursing travel, planning for meetings, and maintaining and monitoring the strategic plan implementation.
Budget:	\$105,600



Project Name: Florida's Occupant Protection Resource Center
Implementing Agency: University of Florida Transportation Technology Transfer (T2) Center
Project Number: M2X-20-20-01
Funding Source: 405(b)



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Project Description: The University of Florida's Florida Transportation Technology Transfer (T2) Center oversees the daily operations of the Florida Occupant Protection Resource Center. The Occupant Protection Resource Center serves the entire state as a one-stop-shop for public information and educational materials, child safety seats, training opportunities, and links to other occupant protection resources. This project has three goals: to promote the use of child restraints, to develop and implement a plan that provides inspection clinics and stations that meet the NHTSA 405(b) minimum criteria, and to provide appropriate training to occupant protection professionals and law enforcement officers who deliver programs for parents and caregivers and who enforce occupant protection laws. No more than a total of \$86,000 (5% of the FY2019 405(b) allocation) will be spent on the purchase of child safety seats.

Budget: \$400,000

Project Name: Statewide Safety Belt and Child Passenger Safety Surveys
Implementing Agency: Institute of Police Technology and Management

Project Number: M2X-20-20-02
Funding Source: 405(b)

Project Description: The University of North Florida Institute of Police Technology and Management will oversee the comprehensive evaluation of Florida's occupant protection usage rates. A consultant will be hired to conduct a statewide observational safety belt usage survey, and child passenger restraint usage survey. Funds will also be used to conduct statewide awareness and opinion surveys about occupant protection.

Budget: \$321,000

Project Name: (see below)

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: 405(b)

Project Description: The following local enforcement agencies have jurisdiction over communities that have high numbers of fatalities and serious injuries due to lack of safety belt use and currently rank in the top 25% of the FY2020 Highway Safety Matrix. They will receive funding to conduct combined safety belt enforcement and education programs, efforts include presentations to promote safety belt and child restraint use at schools, local civic organizations, and community events, as well as participation in the 2020 *Click It or Ticket* campaign and enforcement waves. Subgrant funding supports overtime efforts and costs associated with printing and distributing educational materials.

Budget: \$401,750

Project Number	Implementing Agency	Project Name	Budget
M2HVE-20-20-01	Apopka Police Department	Buckle Up. Save Yourself.	\$3,750
M2HVE-20-20-02	Baker County Sheriff's Office	Baker County Sheriff's Office Occupant Protection Program	\$15,000
M2HVE-20-20-03	Boynton Beach Police Department	Boynton Beach Occupant Protection and Child Passenger Safety Program	\$10,000
M2HVE-20-20-04	Broward Sheriff's Office	Operation Buckle Up	\$20,000
M2HVE-20-20-05	DeFuniak Springs Police Department	DeFuniak Springs Vehicle Occupant Safety Program	\$10,000
M2HVE-20-20-06	Delray Beach Police Department	Delray Beach Occupant Protection and Child Passenger Safety Program	\$25,000
M2HVE-20-20-07	Homestead Police Department	Homestead Occupant Protection Program	\$40,000
M2HVE-20-20-08	Lake City Police Department	Lake City Strategic Traffic Enforcement Program (STEP) - Occupant Protection	\$15,000
M2HVE-20-20-09	Live Oak Police Department	Occupant Protection 2020	\$10,000

M2HVE-20-20-10	Miami-Dade Police Department	Miami-Dade Police Department Occupant Protection and Child Passenger Safety Program	\$100,000
M2HVE-20-20-11	Palm Beach County Sheriff's Office	Palm Beach County Occupant Protection Community Wide Strategy	\$80,000
M2HVE-20-20-12	Suwannee County Sheriff's Office	Suwannee County Occupant Protection Program	\$15,000
M2HVE-20-20-13	Ocala Police Department	Occupant Protection and Child Safety Program	\$3,000
M2HVE-20-20-14	Tampa Police Department	Sit Tight and Belt Right	\$45,000
M2HVE-20-20-15	Wauchula Police Department	Wauchula Police Department Occupant Protection and Child Safety Program	\$10,000



Paid Media

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

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

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

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

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Ninth Edition, 2017 guide*. See the following section(s):

- *Communications and Outreach* (CTW: Chapter 2: Pages 20-23s; Chapter 5: Pages 16, 19-20)
- *Impaired Pedestrians: Communications and Outreach* (CTW: Chapter 8: Page 28)

Project Name: Distracted Driving Media Campaign

Implementing Agency: FDOT State Safety Office

Project Number: ~~PM-20-07-01~~ FESPE-20-07-01

Funding Source: 405(e)

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

Budget: \$623,584.21



Project Name: Work Zone Safety Campaign

Implementing Agency: Center for Urban Transportation Research

Project Number: PM-20-07-02

Funding Source: 402

Project Description: The University of South Florida Center for Urban Transportation Research (CUTR) will work with the FDOT State Safety Office to purchase advertisements in multiple media markets to promote Florida's Work Zone Safety Coalition (FLWZSC) concept and associated campaign. The campaign reminds motorists to drive safety in active work zones and while the campaign's goal is to reach the majority of Florida's motorists, the media buy will be concentrated during the national Work Zone Awareness Week and in locations with a significant history of crashes in active work zones.

Budget: \$100,000



Project Name: Railroad Crossing Safety Media Campaign

Implementing Agency: FDOT State Safety Office

Project Number: PM-20-07-01

Funding Source: 402

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

Budget: \$200,000



Project Name: Impaired Driving Campaign Development
Implementing Agency: Center for Urban Transportation Research
Project Number: M5PEM-20-16-01
Funding Source: 405(d)
Project Description: The University of South Florida Center for Urban Transportation Research (CUTR) will work with FDOT to create a comprehensive DUI media package that includes ads that can be used in television, radio, magazine, events, internet, billboards, posters, brochures, social media, sporting venues, etc. The ads will be developed to target Florida citizens and visitors to encourage them to drive sober.
Budget: \$40,000

Project Name: Impaired Driving Statewide Media Campaign
Implementing Agency: FDOT State Safety Office
Project Number: M5PEM-20-16-03
Funding Source: 405(d)
Project Description: The FDOT Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote *Drive Sober or Get Pulled Over* awareness and enforcement efforts during the NHTSA crackdowns and waves. Impaired driving prevention messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.
Budget: \$650,000



Project Name: Impaired Driving Professional Sports Marketing

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

Project Number: M5PEM-20-16-04

Funding Source: 405(d)

Project Description: Tallahassee Community College will purchase advertisements with professional sports teams and venues to promote *Drive Sober or Get Pulled Over* to sports fans. The FY 2020 professional sports marketing plan is estimated to include the following teams and venues: Florida Panthers (NHL), Florida Marlins (MLB), Jacksonville Jaguars (NFL), Miami Dolphins (NFL), Miami Heat (NBA), Orlando Magic (NBA), Tampa Bay Buccaneers (NFL), Tampa Bay Rays (MLB), Tampa Bay Lightning (NHL), Homestead-Miami Speedway (NASCAR), and Daytona Speedway (NASCAR). Impaired driving prevention messages will be conveyed through mediums such as radio and television advertisements, public service announcements, on parking passes and signs located in and around the venues, and via game day activations. Marketing impaired driving prevention messages through professional sports teams and venues enables the FDOT State Safety Office to reach 18-34-year-old males, the demographic most likely to drive impaired.

Budget: \$2,000,000



Project Name: Impaired Driving Major College Sports Marketing

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

Project Number: M5PEM-20-16-05

Funding Source: 405(d)

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

Budget: \$459,000



Project Name: Impaired Driving Sports **Media** Campaign
Implementing Agency: The District Board of Trustees of Tallahassee Community College
Project Number: M5PEM-20-16-06
Funding Source: 405(d)
Project Description: Tallahassee Community College will purchase advertisements with Florida-based television broadcasters that specialize in covering sporting events. The ads will target sports fans and encourage driving sober.
Budget: **\$216,000**

Project Name: Motorcycle Safety Paid Media Campaign
Implementing Agency: Center for Urban Transportation Research
Project Number: PM-20-07-03
Funding Source: 402
Project Description: The University of South Florida Center for Urban Transportation Research (CUTR) will purchase advertisements in multiple media markets to promote the *Ride Smart* concept. The campaign educates motorcyclists to not drink and ride, make themselves more visible, always wear a helmet, ride within personal and legal limits, train regularly, and obtain a motorcycle endorsement on their license. While the campaign's goal is to reach the majority of Florida's motorcyclists, the media buy will be concentrated in counties with a large number of motorcycle registrations and a significant history of crashes including Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, Polk, and Volusia.
Budget: **\$175,000**



Project Name: Impaired Motorcyclist PSA Campaign
Implementing Agency: Center for Urban Transportation Research
Project Number: M5PEM-20-16-02
Funding Source: 405(d)
Project Description: The University of South Florida, Center for Urban Transportation Research (CUTR) will purchase advertisements in multiple markets to promote the *Drink + Ride = Lose* campaign to reduce fatalities and injuries involving impaired motorcyclists. While this is a statewide campaign, the media buy will be concentrated in counties identified as the top 10 for motorcycle crashes: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, Polk, and Volusia.
Budget: \$300,000

Project Name: *Share the Road* PSA Campaign
Implementing Agency: Center for Urban Transportation Research
Project Number: M9MA-20-11-01
Funding Source: 405(f)
Project Description: The University of South Florida Center for Urban Transportation Research (CUTR) will contract with multiple media venues to promote the *Share the Road* campaign to motorists. Media efforts will be concentrated in the top 10 motorcycle crash counties in Florida: Broward, Duval, Hillsborough, Lee, Miami-Dade, Orange, Palm Beach, Pinellas, Polk, and Volusia. Media will also be purchased around motorcycle events that occur in other areas of the state, but most funding will be utilized within the top 10 counties.
Budget: \$225,500

Project Name: Florida *Click It or Ticket* Media Campaign
Implementing Agency: FDOT State Safety Office
Project Number: M2PEM-20-20-01
Funding Source: 405(b)
Project Description: The FDOT Safety Office will contract with a media vendor to purchase advertisements in all 10 Florida media markets to promote the *Click It or Ticket* awareness and enforcement efforts during the NHTSA Memorial Day holiday wave. Safety belt messages will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, etc.
Budget: \$900,000

Project Name: Occupant Protection and Child Passenger Safety Campaign Development
Implementing Agency: Center for Urban Transportation Research
Project Number: M2PEM-20-20-02
Funding Source: 405(b)
Project Description: The University of South Florida Center for Urban Transportation Research (CUTR) will work with FDOT to create a comprehensive media package that includes ads that can be used in: television, radio, magazine, events, internet, billboards, posters, brochures, social media, etc. The ads will be developed to target Florida citizens and visitors to encourage them to wear their safety belts and make sure any children are secured in the proper restraint system or seat.
Budget: \$25,000



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

Implementing Agency: Institute of Police Technology and Management

Project Number: FHPE-20-07-01

Funding Source: 405(h)

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

Budget: \$200,000

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

Implementing Agency: Institute of Police Technology and Management

Project Number: FHPE-20-07-02

Funding Source: 405(h)

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

Budget: \$200,000

Pedestrian and Bicycle Safety

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

Several factors are involved in these crashes. Approximately two-thirds of pedestrian and bicyclist-related fatal crashes occur during dark or dusk hours. A major factor in these crashes is failure to yield the right-of-way on the part of motorists, pedestrians, and bicyclists. Other contributing factors include crossing outside of a crosswalk, bicyclists riding against the direction of traffic, speeding, aggressive and impaired driving, walking, and biking. More than 30 percent of bicyclist fatalities are related to traumatic brain injury involving a cyclist who was not wearing a helmet, or who wore a helmet improperly.

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

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

STRATEGIES

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

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

EFFECTIVENESS OF PROGRAM

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

- *All Pedestrians* (CTW: Chapter 8, Pages 30-41)
- *All Bicyclists* (CTW: Chapter 9, Pages 25-32)

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

Implementing Agency: Institute of Police Technology and Management

Project Number: PS-20-08-01

Funding Source: 402

Project Description: The University of North Florida's Institute of Police Technology and Management will coordinate activities of Florida's Pedestrian and Bicycle Safety Coalition and oversee the implementation of Florida's Pedestrian Strategic Safety Plan. Coalition members include a diverse group of partners and stakeholders that are actively involved in the implementation of specific countermeasures based on data driven priorities and best practices. The efforts are based on the recommendations in the statewide Pedestrian Safety Program Technical Assessment that was conducted in January 2012 and as outlined in Highway Safety Program Guideline No. 14. This project is data driven with clear goals to support the reduction of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists on Florida's roadways.

Budget: \$650,000



Project Name: Pedestrian and Bicycle Program Evaluation and Data Collection

Implementing Agency: Institute of Police Technology and Management

Project Number: PS-20-08-02

Funding Source: 402

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

Budget: \$250,000

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

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

Project Number: PS-20-08-03

Funding Source: 402

Project Description: The Florida Pedestrian and Bicycle Resource Center, a project by the University of Florida Transportation Technology Transfer (T2) Center, will identify, obtain, purchase, and deliver pedestrian and bicycle safety materials specific to Florida's at-risk populations, as directed by the State Bicycle/Pedestrian Safety Program Manager. The Center will work to address recommendations outlined in the January 2012 Pedestrian Program Assessment Technical Report that call on the state to significantly expand programs and materials available for identified at-risk populations, ensuring their cultural sensitivity, appropriateness, usability, and desirability, by using focus groups, developing material specifically for those populations and testing for receptivity and results.

Budget: \$602,560

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

Implementing Agency: Institute of Police Technology and Management

Project Number: PS-20-08-04

Funding Source: 402

Project Description: The University of North Florida Institute of Police Technology and Management will contract with law enforcement agencies to implement High Visibility Enforcement details in the twenty-five counties identified with the highest representation of traffic crashes resulting in serious and fatal injuries to pedestrians and bicyclists. These efforts are recommended in the Pedestrian Safety Program Technical Assessment that was conducted in January 2012. The project will be data-driven, with clear goals for education based enforcement operations geared towards overall injury and fatality reduction through increased awareness and compliance with traffic laws. This project identifies specific priorities, and is focused on implementing proven countermeasures and best practices.

Budget: \$150,000

Project Name: National Safe Routes to School Conference

Implementing Agency: Safe Routes to School National Partnership

Project Number: PS-20-08-05

Funding Source: 402

Project Description: The goal of this program is to assist with the hosting of the National Safe Routes to School Conference in Florida. The conference provides an opportunity for individuals and organizations interested and involved with Safe Routes to School and healthy communities to network, engage in educational opportunities, and form partnerships to enhance their work. The three-day, two-night conference will provide an opportunity for an intense training experience that is not otherwise available to people working on Safe Routes to School programs and policies. Being in

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

Budget: \$35,000

Project Name: Enhanced Pedestrian/Bicycle Safety Enforcement

Implementing Agency: Okeechobee County Sheriff's Office

Project Number: PS-20-08-06

Funding Source: 402

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

Budget: \$13,000



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

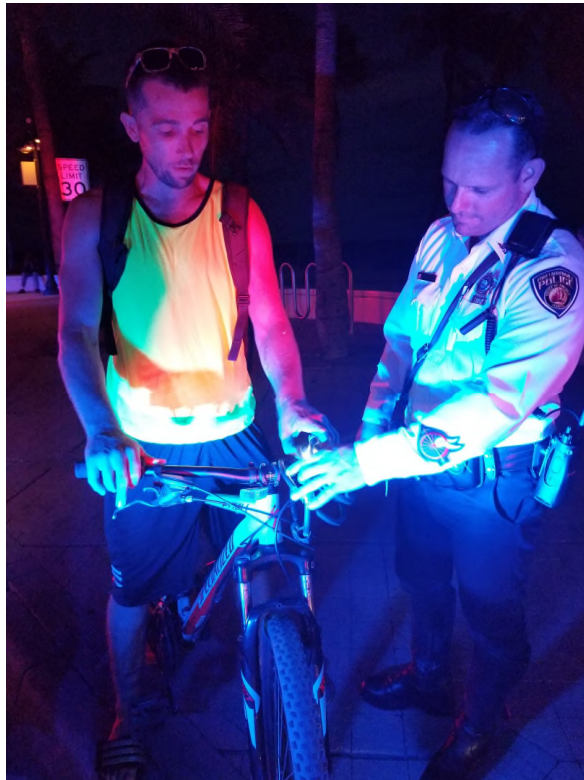
Implementing Agency: Institute of Police Technology and Management

Project Number: FHX-20-07-01

Funding Source: 405(h)

Project Description: The Institute of Police Technology and Management (IPTM) will develop and implement a High Visibility Enforcement campaign to reduce traffic crashes resulting in serious injuries and fatalities to pedestrians and bicyclists. IPTM will contract with local enforcement agencies that have jurisdiction over communities that have high numbers of fatalities and serious injuries and are in specified priority areas of the state. The agencies will receive funding to conduct combined enforcement and education campaigns during two enforcement waves designed to enforce state traffic laws on pedestrian and bicycle safety.

Budget: \$500,000



Planning and Administration

Project Name: Operation of the Highway Traffic Safety Grant Section

Implementing Agency: FDOT State Safety Office

Project Number: PA-20-01-01

Funding Source: 402

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

Budget: ~~\$250,000~~ \$350,000

Project Name: Highway Safety Travel and Training

Implementing Agency: FDOT State Safety Office

Project Number: PA-20-01-02

Funding Source: 402

Project Description: FDOT will receive reimbursement for travel expenses for FDOT State Safety Office staff to conduct required on-site monitoring of funded programs and to attend professional development programs or workshops, training, and highway safety-related meetings. Prior approval is required for all out-of-state and conference travel. This project also allows for the reimbursement of travel costs for other traffic safety professionals to promote or address traffic safety issues in Florida. The goal of this project is to enable adequate

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

Budget: \$70,000

Project Name: Traffic Safety Fiscal Assistant

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

Project Number: PA-20-01-03

Funding Source: 402

Project Description: Tallahassee Community College will support a full-time Traffic Safety Fiscal Assistant position that will work in the FDOT State Safety Office and facilitate fiscal documentation management, to include document management, invoice processing and prerequisite approvals. The Traffic Safety Fiscal Assistant will also provide data analyst support for the FDOT Safety Office.

Budget: ~~\$50,000~~ \$55,000



Police Traffic Services - LEL

The Florida Law Enforcement Liaison (LEL) program is funded by the FDOT State Safety Office and the National Highway Traffic Safety Administration (NHTSA). The goal of the LEL program is to reduce traffic-related fatalities and injuries by working with law enforcement agencies across the state to increase safety belt use, reduce impaired driving, and encourage the implementation of other traffic safety initiatives.

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Ninth Edition, 2017 guide*. See the following section(s):

- *Communications and Outreach* (CTW, Chapter 4: Pages 11-12)
-

Project Name: Florida Law Enforcement Liaison Program

Implementing Agency: Institute of Police Technology and Management

Project Number: PT-20-12-01

Funding Source: 402

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

Budget: \$950,000

LEL Districts

Coordinator	Tim Roberts	850.694.1130	coordinator@floridalel.info
District 3	Tim Roberts	850.694.1211	Dist3@floridalel.info
District 2	Juan Cardona	850.728.2615	Dist2@floridalel.info
District 5	Jon Askins	850.363.0531	Dist5@floridalel.info
District 7	Jenise Martinez	850.510.7369	Dist7@floridalel.info
District 1	Tom Arseneault	850.728.2813	Dist1@floridalel.info
District 4	Charles Kane	850.459.5897	Dist4@floridalel.info
District 6	Shawn VanBeber	850.694.0087	Dist6@floridalel.info

One Team. One Goal. Save Lives

Project Name:	Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event
Implementing Agency:	Institute of Police Technology and Management
Project Number:	PT-20-12-02
Funding Source:	402
Project Description:	The Florida Law Enforcement Liaison Traffic Safety Challenge recognizes the best overall traffic safety programs in Florida. The areas of concentration include efforts to enforce traffic safety laws and educate the public about distracted and impaired driving, motorcycle safety, occupant protection and child passenger safety, pedestrian and bicycle safety, speed and aggressive driving, and other traffic safety issues that impact the safety of Florida's roadway users. Law enforcement agencies submit an application that documents their agency's efforts and effectiveness in these areas, along with their participation in the 3 NHTSA national enforcement waves. Funds will be used to purchase recognition awards in the form of coins and plaques to recognize outstanding traffic enforcement agencies and officers along with hosting a training and formal awards ceremony to present the recognition. This challenge supports the goal of encouraging increased statewide enforcement of traffic safety laws to reduce traffic crashes, serious injuries, and fatalities.
Budget:	\$150,000



Project Name: Florida Law Enforcement Liaison Occupant Protection Awareness Program

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

Project Number: M2X-20-20-03

Funding Source: 405(b)

Project Description: This is a statewide public awareness project designed to maximize the exposure of Florida's efforts to reduce injuries and fatalities resulting from lack of safety belt usage. Combining the *Click it or Ticket* message with proactive enforcement activities will help reduce fatalities and serious injuries on Florida's roadways. Funds will be used to purchase printed educational materials, such as banners and yard signs, to be provided to law enforcement agencies that take 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

Project Name: Florida Law Enforcement Liaison Impaired Driving Awareness Program

Implementing Agency: Institute of Police Technology and Management

Project Number: M5X-20-06-05

Funding Source: 405(d)

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

Budget: \$100,000

Public Traffic Safety Professionals Training

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

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Ninth Edition, 2017 guide*. See the following section(s):

- *Deterrence: Enforcement* (CTW: Chapter 1, Pages 24-32)
- *Deterrence: Prosecution and Adjudication* (CTW: Chapter 1, Pages 33-39)

Project Name: (see below)

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: (see below)

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

Budget: **\$1,842,650**

Project Number	Funding Source	Implementing Agency	Project Name	Budget
PT-20-12-03	402	The District Board of Trustees of Tallahassee Community College	Crash Scene Mapping with Speed Lasers Training	\$26,250
PT-20-12-04	402	The District Board of Trustees of Tallahassee Community College	Traffic Crash Reconstruction Training	\$40,000
PT-20-12-05	402	The District Board of Trustees of Tallahassee Community College	Basic Traffic Homicide Investigation Training	\$68,250
PT-20-12-06	402	The District Board of Trustees of Tallahassee Community College	Advanced Traffic Homicide Investigation Training	\$30,000
PT-20-12-07	402	The District Board of Trustees of Tallahassee Community College	Speed Measurement Training	\$30,000
PT-20-12-08	402	The District Board of Trustees of Tallahassee Community College	Speed Measurement Instructor Training	\$28,350

PT-20-12-09	402	Institute of Police Technology and Management	Data-Driven Approaches to Crime and Traffic Safety (DDACTS)	\$44,625
PT-20-12-10	402	Institute of Police Technology and Management	Event Data Recorder Use in Traffic Crash Reconstruction – Level 1	\$39,750
PT-20-12-11	402	Institute of Police Technology and Management	Human Factors in Traffic Crash Reconstruction	\$49,225
PT-20-12-12	402	Institute of Police Technology and Management	Investigation of Motorcycle Crashes – Level 1	\$39,750
PT-20-12-13	402	Institute of Police Technology and Management	Pedestrian/Bicycle Crash Investigation – Level 1	\$39,750
PT-20-12-14	402	Institute of Police Technology and Management	Police Motorcycle Instructor	\$60,000
M5TR-20-12-01	405(d)	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing	\$178,500 \$225,000
M5TR-20-12-02	405(d)	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing Instructor Development	\$19,875
M5TR-20-12-03	405(d)	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing Instructor Update	\$5,625
M5TR-20-12-04	405(d)	Institute of Police Technology and Management	Advanced Roadside Impaired Driving Enforcement (ARIDE)	\$79,000 \$150,000
M5TR-20-12-05	405(d)	Institute of Police Technology and Management	Medical Foundations of Visual Systems Testing	\$35,700
M5TR-20-12-06	405(d)	Institute of Police Technology and Management	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	\$58,500 \$100,000
M5TR-20-12-07	405(d)	Institute of Police Technology and Management	Advanced Marijuana Impaired Driving Detection for Law Enforcement	\$19,500
M5TR-20-12-08	405(d)	Institute of Police Technology and Management	Drug Evaluation and Classification Program	\$400,000
M5TR-20-12-09	405(d)	Florida Department of Law Enforcement: Alcohol Testing Program	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	\$50,000
M5TR-20-12-10	405(d)	Florida Department of Highway Safety and Motor Vehicles	Legal Training for Hearing Officers the Bureau of Administrative Reviews and Law Enforcement	\$110,000
FHTXR-20-07-01	405(h)	Institute of Police Technology and Management	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	\$500,000

Speed/Aggressive Driving

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

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

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

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

To aid local enforcement agencies in these efforts, Florida's speed and aggressive driving projects provide agencies with resources for overtime enforcement. Enforcement may include the use of Radar, VASCAR, LiDAR, and other speed enforcement methods. The FY2020 projects include local agencies addressing these problems in geographic areas throughout Florida.



STRATEGIES

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

EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Ninth Edition, 2017 guide*. See the following section(s):

- *Enforcement: High Visibility Enforcement* (CTW: Chapter 3, Page 27)

Project Name: (see below)

Implementing Agency: (see below)

Project Number: (see below)

Funding Source: 402

Project Description: The following enforcement agencies work in communities that have high numbers of fatalities and serious injuries due to speed/aggressive driving and currently rank in the top 25% of the FY2020 Highway Safety Matrix. They will receive funding to conduct speed and aggressive driving countermeasures that include overtime salaries, benefits, and limited equipment necessary for successful enforcement. The goal of each project is to reduce fatalities and injuries resulting from speeding and aggressive driving by using data-driven approaches.

Budget: \$1,331,000

Project Number	Implementing Agency	Project Name	Budget
SC-20-13-01	Bay County Sheriff's Office	Speed and Aggressive Driving Grant	\$50,000
SC-20-13-02	Coral Springs Police Department	Speed/Aggressive Driving	\$30,000
SC-20-13-03	Broward Sheriff's Office	Broward Aggressive-Speed Enforcement (BASE)	\$100,000

SC-20-13-04	Citrus County Sheriff's Office	Just Drive Citrus – Speed and Aggressive Driving	\$46,000
SC-20-13-05	Apopka Police Department	Heavy Enforcement of Aggressive Traffic	\$15,000
SC-20-13-06	Boynton Beach Police Department	Boynton Beach Speed and Aggressive Driving Program	\$50,000
SC-20-13-07	Bradenton Police Department	No Need for Speed	\$30,000
SC-20-13-08	Daytona Beach Police Department	Obey the Sign or Pay the Fine Program	\$47,000
SC-20-13-09	Delray Beach Police Department	Speed/Aggressive Driving Enforcement Program	\$50,000
SC-20-13-10	Fort Myers Police Department	Aggressive Driving Initiative	\$40,000
SC-20-13-11	Hollywood Police Department	2020 Speed and Aggressive Driving Grant	\$40,000
SC-20-13-12	Lake City Police Department	Strategic Traffic Enforcement Program	\$40,000
SC-20-13-13	Live Oak Police Department	Speeding & Aggressive Driving 2020	\$20,000
SC-20-13-14	City of Miami Police Department	2020 Speed/Aggressive Driving Program	\$185,000
SC-20-13-15	Panama City Beach Police Department	Outreach Program to Fight Against Speed and Aggressive Driving	\$50,000
SC-20-13-16	Hillsborough County Sheriff's Office	Speed: Know Your Limits	\$110,000
SC-20-13-17	Taylor County Sheriff's Office	Speed and Aggressive Driving 2020	\$26,000
SC-20-13-18	Lee County Sheriff's Office	Speed and Aggressive Driving Enforcement and Education Program	\$70,000
SC-20-13-19	Miami-Dade Police Department	Speeding and Aggressive Driving Grant	\$40,000
SC-20-13-20	Okaloosa County Sheriff's Office	Stop Speed and Aggressive Driving	\$30,000
SC-20-13-21	Palm Beach County Sheriff's Office	Speed and Aggressive Driving Initiative	\$100,000
SC-20-13-22	Pinellas County Sheriff's Office	Strategic Policing through Education and Enforcement for Drivers	\$100,000
SC-20-13-23	St. Johns County Sheriff's Office	Traffic Safety Services Initiative	\$20,000
SC-20-13-24	Holly Hill Police Department	2020 Aggressive Driving and Speed Enforcement Program	\$42,000



Teen Driver Safety

As any parent knows, handing the car keys to a new driver is a proud yet terrifying experience. Florida has over 400,000 registered teen drivers, age 15 to 19. Teen drivers are involved in approximately 40,000 crashes resulting in 200 fatalities and 2,500 serious injuries each year. Nationally, drivers aged 16 and 17 have the highest crash rates of any age group.

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

Florida's statewide Teen Driver Safety program targets these teen drivers age 15 to 19, by coaching and empowering them to educate their peers, parents and communities about teen safe driving. Topics include using safety belts, driving within the speed limit and based on road conditions, not driving impaired or distracted, and the crash risk associated with driving with multiple teen passengers. The FY2020 projects address teen driving issues from several angles, and include both statewide projects and local efforts to address problems in specific geographic areas.

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Ninth Edition, 2017 guide*. See the following section(s):

- *Parents* (CTW, Chapter 6: Page 21)

Project Name:	Florida Teen Traffic Safety
Implementing Agency:	The District Board of Trustees of Tallahassee Community College
Project Number:	TSP-20-04-01
Funding Source:	402
Project Description:	<p>The Tallahassee Community College will continue to support a full-time coordinator and specialist to administer and oversee teen traffic safety related activities and the statewide Florida Teen Safe Driving Coalition (FTSDC). The coordinator will continue to plan and execute the coalition's quarterly meetings, during which time members with specific knowledge, expertise and commitment to teen traffic safety generate and support strategically developed initiatives driven by data and community need. The FTSDC members will be working toward the creation and distribution of educational materials, as well as continuing its work on the implementation and furtherance of the items outlined within the coalition's strategic plan. Community outreach and education will also be facilitated through "Weeks of Awareness" during which time a traffic safety presentation will be presented to students at 50 high schools across Florida. Speaker topics and stories can range from distracted driving, impaired driving, occupant protection, peer pressure in a vehicle, speeding/aggressive driving, and how to speak up when you feel unsafe in a car as a passenger.</p>
Budget:	\$282,852



Project Name: ~~Teen Driver Safety Drive With CARE~~

Implementing Agency: Florida Department of Highway Safety and Motor Vehicles

Project Number: TSP-20-04-02

Funding Source: 402

Project Description: The Florida Department of Highway Safety and Motor Vehicles will continue to provide an interactive teen outreach program, primarily in high school settings, to explain driving laws, Graduated Driver Licensing (GDL) restrictions, violation penalties, courteous vs. aggressive driving, alert vs. distracted driving, impaired driving, and safety belt usage. The goal of the program is to reach teens during the graduated licensing stage to impart an understanding of safe driving skills and behaviors as well as the consequences of making risky, unsafe driving decisions. The agency will be employing the use of an “electronic student response and audience engagement system” for use in assessing students’ driving knowledge within each presentation. By using this anonymous survey tool, the presenter could determine the students’ awareness of GDL laws prior to, during, and at the conclusion of the presentation. The presenter would also use this tool to identify specific areas of driver concern that need more emphasis during the presentations.

Budget: \$40,000

Project Name: Life Changing Experience Community Education Project

Implementing Agency: Children and Parent Resource Group, Inc.

Project Number: TSP-20-04-03

Funding Source: 402

Project Description: The Children and Parent Resource Group, Inc. will continue its pilot project in four new Northwest Florida counties; Bay, Escambia, Walton and Washington. The program offers a sophisticated 3D interactive program, transforming school auditoriums into interactive cinemas, during which time students are actively engaged in a multi-sensory education

experience that has been proven to effect change by improving teens' understanding of impairment, along with the dire consequences of speeding, drinking and driving, driving while texting, driving without a seatbelt, and other destructive decisions. The participating students will also receive the ability to download a free a phone app called Revolving Door, which continues to provide insight and education for long-lasting influence.

Budget: \$52,000



Project Name: Apopka Reinforces Teen Safety

Implementing Agency: Apopka Police Department

Project Number: TSP-20-04-04

Funding Source: 402

Project Description: The City of Apopka, in collaboration with the Apopka Police Department, will utilize a combination of community outreach and education, and enforcement to assist in eliminating local teen motor vehicle crashes. Apopka Police Department will conduct in-school teen driver safety presentations to teens, faculty, and care givers at local high schools. Educational material regarding GDL laws, and other traffic safety laws will be distributed during community outreach events, as well as during enforcement

contacts. Various social media outlets will be used to disseminate educational information to Apopka residents as well. The Apopka Police Department will also conduct several “Wolfpack” high-visibility enforcement operations within the vicinity of Apopka High School. According to the countermeasures regarding traffic law enforcement and GDL, teenagers express little concern of GDL enforcement, and officers were not familiar with GDL details. Conducting these enforcement efforts will not only enhance concern and awareness of GDL for teens, but also increase GDL knowledge for officers to continue to implement beyond the subgrant cycle.

Budget: \$5,000

Project Name: Teen Driver Safety

Implementing Agency: Coral Springs Police Department

Project Number: TSP-20-04-05

Funding Source: 402

Project Description: The Coral Springs Police Department will conduct high-visibility, zero-tolerance enforcement operations in areas identified as having high frequency teen driver-related traffic crashes and/or fatalities to assist in eliminating local teen motor vehicle crashes. The Coral Springs Police Department will also conduct bi-monthly “Wolfpack” high visibility enforcement operations within the vicinity of school zones and areas frequented by inexperienced teen drivers. Educational content will be disseminated through all available social media outlets for Coral Springs residents to increase knowledge and awareness of GDL laws and other teen traffic safety laws. According to the countermeasures regarding traffic law enforcement and GDL, teenagers express little concern of GDL enforcement, and officers were not familiar with GDL details. Conducting these enforcement efforts will not only enhance concern and awareness of GDL for teens, but also increase GDL knowledge for officers to continue to implement beyond the subgrant cycle.

Budget: \$25,000

Project Name: Teen Driver Education and Enforcement Operation
Implementing Agency: Hillsborough County Sheriff's Office
Project Number: TSP-20-04-06
Funding Source: 402
Project Description: The Hillsborough County Sheriff's Office (HCSO) will utilize a combination of targeted high visibility enforcement (HVE), and community outreach and education to reduce the number of teen-related motor vehicle crashes and fatalities. HCSO analyzes available crash data to identify areas and times for bi-monthly HVE operations using both overt and covert speed operations and speed measurement devices. Awareness and education will be disseminated to Hillsborough County residents through the use of local media channels, as well as conducting 10 in-school traffic safety presentations to teens, faculty, and care givers at local high schools through the HCSO Teen Driver Education and Enforcement Program.
Budget: \$50,000

Project Name: ~~Street Racing Made Safe Teen Implementation~~
Street Racing Prevention: Teen Driving Program
Implementing Agency: Street Racing Made Safe
Project Number: TSP-20-04-07
Funding Source: 402
Project Description: According to the National Highway Traffic Safety Administration, younger drivers, particularly young males, continued to be the most likely to be identified as speeding in fatal crashes in 2015. To assist in combatting this issue, Street Racing Made Safe will implement a pilot project "Street Racing Made Safe for Teens" curriculum that educates teens on illegal street racing using statistics, facts and hazards, and the penal implications such as citations, fines, and speed-related crash facts of performing illegal street racing. The program explains how this issue affects the teen, their peers, and their local community. The program discusses mortality rates and brings in a guest

speaker who discusses the losses experienced due to illegal street racing. There is training on peer pressure and solutions, as well as a proactive approach to racing. Awareness and education will be monitored through pre- and post-testing. Students will have the opportunity to attend sanctioned events during which time the teens will see first-hand the impacts and dangers of racing, as well as learning that there are legal racing platforms that provide a safer environment as opposed to using public roadways which causes danger to themselves and the public. This pilot program will be implemented in several areas in which speed and aggressive driving high visibility enforcement subgrants will also be awarded, therefore enhancing the efficacy of the program through enforcement.

Budget: \$20,000



Traffic Records

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

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

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



STRATEGIES

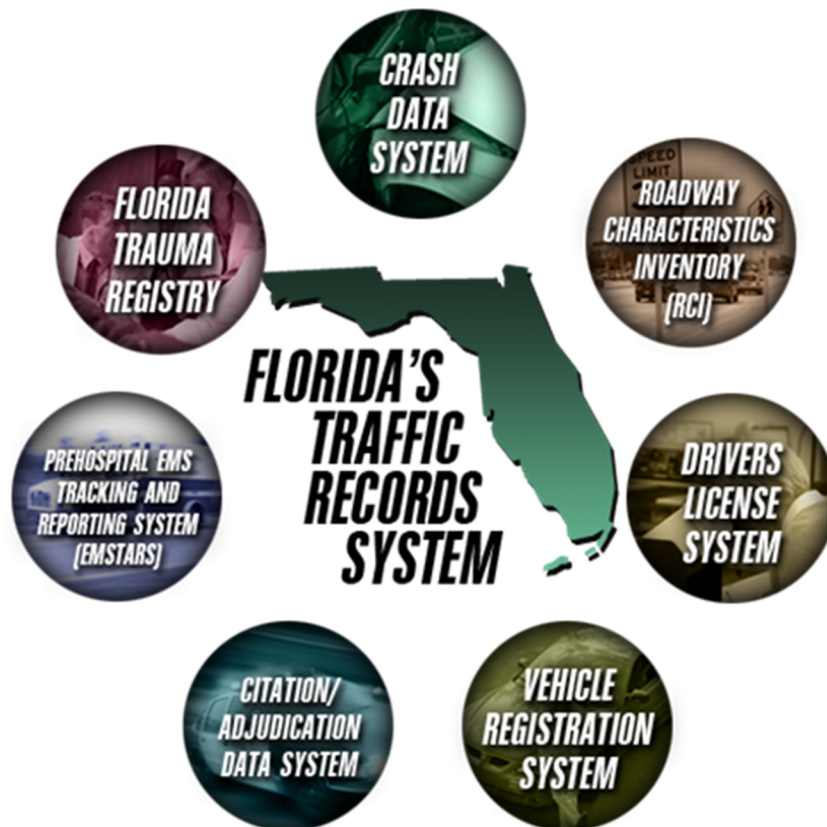
- Develop and maintain complete, accurate, uniform, and timely traffic records data
- Promote the use of traffic records data for decision-making purposes and ensure its accessibility

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

EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Ninth Edition, 2017 guide*. See the following section(s):

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



Project Name: Traffic Records Coordinating Committee Support

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

Project Number: TR-20-09-01

Funding Source: 402

Project Description: Tallahassee Community College will contract with a consultant to provide technical advice and support to the TRCC Executive Board and its committees. The technical advisor will assist in the update of the Traffic Records Strategic Plan as well as host and maintain the Florida TRCC website.

Budget: \$27,500



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

Implementing Agency: Florida State University

Project Number: TR-20-09-02

Funding Source: 402

Project Description: The Florida State University will maintain and upgrade a data tool to provide access to the **Florida Crime Information Center (FCIC)** and **the National Crime Information Center (NCIC)** data that will be provided without charge to local law enforcement agencies. This web-based solution will improve the accuracy and quality of crash data submitted by these agencies, while reducing the redundancy and labor costs associated with manual entry. Many agencies currently pay separate licensing costs to query FCIC/NCIC data from

providers whose software does not easily partner with the Traffic and Criminal Software (TraCS) and other private vendors. The proposed Electronic License and Vehicle Information System will provide all Florida law enforcement agencies the ability to run queries and to import contact information into traffic data forms. Resources will be allocated to a full-time Systems Architect, Systems Administrator, IT Support Specialist, part-time Program Coordinator, and part-time Business Office Clerical staff, along with maintenance of the tool, operational costs and travel to conduct trainings and provide support.

Budget: \$518,833



Project Name: Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality - Phase I

Implementing Agency: University of Florida

Project Number: TR-20-09-03

Funding Source: 402

Project Description: The Florida Department of Transportation's (FDOT) current crash location system has several limitations that is preventing FDOT staff to map crashes in a timely fashion. This system is out of date, slow, requires extensive training, and can only handle on-system crashes, i.e. crashes only on state-maintained roads. FDOT uses a second system to locate off-road system crashes which operates differently from the on-system and as such requires different training and different data management practices. Due to these challenges and the sheer amount of crashes in the state (over 700,000 annually) FDOT experiences delays in providing timely geolocated crashes to Florida traffic improvement stakeholders.

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

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

This project with the University of Florida will reduce these three systems to a single unified geolocation system for the State of Florida, by enhancing the S4 Geolocation tool to provide a verified crash location not only for FDOT analysts but Florida's traffic improvement stakeholders. This project will also develop a web-based diagram tool to work in compatibility with S4's Geo-location tool to improve location accuracy, reduce the time for an officer to complete the crash diagram in the field thus improving timeliness of the data, and aims to increase the utilization of the crash data.

Budget: \$410,000

Project Name:	Central Crash Data Repository and Improved Crash Data Quality – Phase I
Implementing Agency:	University of Florida
Project Number:	TR-20-09-04
Funding Source:	402
Project Description:	<p>The Florida Department of Highway Safety and Motor Vehicles' (FLHSMV) crash database annually receives approximately 750,000 crash reports. As the statutory custodian of Florida's crash data, FLHSMV distributes daily copies of statewide crash data and images to two statewide recipients- the Florida Department of Transportation and University of Florida's (UF) Signal Four Analytics (S4) creating three copies of the same information. Considering a 10-year period, the 6 million records of crash data distributed at least 3 times accumulates to about 18 million records duplicated across various databases. Also, approximately 300,000 of the total crash reports submitted require law enforcement agencies (LEAs) to submit crash diagrams. To reduce the time for an officer to prepare these diagrams, LEAs have been using aerial photography through S4 as a reference layer which increases the accuracy of information. However, the current FLHSMV ingestion process is unable to support these high-resolution aerial photographs causing a reduction in resolution of the photo and sometimes causing the diagram to be unreadable.</p> <p>This project with the University of Florida will develop a web service to serve the crash report images to authorized recipients, within necessary privileges and security constraints, from one single location hosted at FLHSMV, thus eliminating the need to distribute multiple copies. In coordination with FLHSMV, the UF team will review the current ingestion process to implement revisions needed to support crash diagrams with their original photo resolution. This will contribute to data quality improvement at present and prepare the necessary requirements to support the web-based diagramming tool planned to be developed this year.</p>
Budget:	\$200,000

Project Name:	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training
Implementing Agency:	Florida State University
Project Number:	M3DA-20-18-01
Funding Source:	405(c)
Problem ID:	<p>Across the State of Florida, many agencies collect, store, and submit traffic and criminal data using a wide variety of software tools. A few agencies still complete paper forms by hand despite corresponding issues with accuracy and timeliness. The data collected assists in identifying safety problem areas to plan accordingly in reducing crashes, serious injuries and fatalities. To accomplish data collection and storage, each law enforcement agency (LEA) must endure costs associated with hardware, software, virtual private network costs and staff to manage, maintain, and support the infrastructure. The Traffic and Criminal Software (TraCS) offers a cost-effective, field-based collection solution, proving an alternative for agencies that would otherwise each purchase separate software solutions or continue filling out reports on paper. The TraCS project will improve traffic records data by means of timeliness, accuracy, completeness, uniformity, integration, and accessibility for Florida's Crash, Citation/Adjudication, Roadway, Vehicle and Driver data systems.</p>
Project Description:	<p>The Florida State University (FSU) College of Engineering will continue the development and enhancement of the Traffic and Criminal Software (TraCS) National Model software, including providing updates to meet state and federal guidelines. The TraCS staff will support current and future officers and IT staff at user agencies with technical support and training. This project will maintain a centralized hosting facility at the primary data hosting site, a disaster recovery hosting facility at the secondary data hosting site and maintain interfaces for FCIC/NCIC imports through various vendors and Signal Four Analytics' Geo-Location tool. Resources will be allocated to full-time positions such as a Systems Architect, two Developers, a Systems Administrator, an IT Support Specialist, and the following part-time staff: Program Coordinator, Principal Investigator</p>

and Business Office Clerical position. Funds will also be used for data hosting fees, network infrastructure needs, maintenance and operational expenses.

Budget: ~~\$871,000~~ \$886,000



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

Implementing Agency: Florida Department of Highway Safety and Motor Vehicles

Project Number: M3DA-20-18-02

Funding Source: 405(c)

Problem ID: Improving the data quality attributes of the crash and UTC datasets support the Florida Department of Highway Safety and Motor Vehicles (DHSMV) Strategic Plan to improve traffic records information systems. An improvement in these strategic objectives further enhances the State's data-driven approach in developing traffic safety initiatives and law enforcement countermeasures. This project directly affects Florida's Citation/Adjudication and Crash 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.

Project Description: The Crash and UTC staff at DHSMV will be tasked with improving Florida crash and UTC data to allow the Department and stakeholders to make more informed and accurate decisions. The crash program staff will coordinate four meetings with critical stakeholders to obtain an agreement on what to include in the revised Florida crash report to ensure quality data is captured to meet the needs of DHSMV's stakeholders. In addition, the UTC program staff will continue its ongoing improvement efforts and conduct four train-the-trainer workshops with the Clerk of

Courts (COC) and conduct a review of four case management systems utilized by the COC for the submission of UTC and disposition data. Lastly, they will continue to expand a best practices guide for clerks and vendors to reduce citation and disposition errors. Project funding will be provided for personnel, training materials and travel expenses to conduct trainings throughout the state.

Budget: **\$124,594**

Project Name: Field Data Collection for National EMS Information System (NEMSIS)

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

Project Number: M3DA-20-18-03

Funding Source: 405(c)

Problem ID: 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 through the use of an existing commercial off-the-shelf solution known as EMSTARS-CDX. This system collects Emergency Medical Services (EMS) incident-level data in compliance with the Florida Emergency Medical Services Advisory Council Data Committee's Data Dictionary Versions 3.3.4, 3.4 and the National Emergency Medical Services Information System (NEMSIS) Version 3 (V3). Florida must continue to provide the resources to support and train on multiple NEMSIS data standards and pursue the participation of EMS providers with electronic data collection and reporting under all versions of the NEMSIS standard, while concurrently continuing to support all national standards. Project efforts will impact the timeliness, completeness, accuracy, uniformity, accessibility and integration of traffic records data which will improve Florida's Crash, Roadway, Vehicle, and EMS/Injury Surveillance data systems.

Project Description: The Florida Department of Health will work on increasing the number of agencies submitting data to the state repository in compliance with the current NEMSIS standards. It will also work on transitioning agencies into

compliance with the new NEMSIS Version 3 (V3) standards by September 2019. The implementation of the NEMSIS V3 data standards improves the compatibility and interoperability of data between state and local systems and the national data system by defining a new framework, model data elements, national database structure and state submission process. This project will fund a Project Manager, Technical Business Analyst and Data Modeler, along with data hosting services, required vendor change orders, and travel expenses to educate local EMS agencies on data collection standards and to attend conferences for implementation planning.

Budget: \$439,955



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

Implementing Agency: University of Florida

Project Number: M3DA-20-18-04

Funding Source: 405(c)

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

Project Description: This project with the University of Florida (UF) S4 Analytics will continue to provide a statewide crash and citations analytical system that allows local, regional and state agencies to analyze and create maps and statistical reports of crashes and citations in a consistent, uniform and timely fashion. This project with the University of Florida will address several S4 Analytics feature requests and overall system improvements. It will expand the integration of citations with crashes statewide, expand the new reporting module that provides interactive summary charts of crashes and citations, perform data quality analysis, database updates, system monitoring and updates, marketing, training and lastly to continue the migration of the system to a new HTML5 web platform. Project funding will be provided for personnel to maintain S4 Analytics, conduct improvements, travel and equipment expenses.

Budget: **\$377,418**

Project Name: Unified and Sustainable Solution to Improve Geo-location Accuracy and Timeliness of Crashes and Citations

Implementing Agency: University of Florida

Project Number: M3DA-20-18-05

Funding Source: 405(c)

Problem ID: ~~The Traffic Records Coordinating Committee's (TRCC) vision is to provide users access to quality traffic records data when, where, and in the form needed. The TRCC has invested considerable resources in the development of Signal Four Analytics (S4 Analytics), a statewide crash and citations analytical system that allows local, regional and state agencies to analyze and create maps and statistical reports of crashes and citations in a consistent, uniform and timely fashion.~~

Crash location fields exhibit the highest error rate of all crash data elements when it comes to mapping crashes. Citations present an even more severe problem. These shortcomings are frequently not addressed in our crash and citations data systems leading to several issues: post-report geocoding of crashes by stakeholders leading to recurring costs and duplication of efforts; lack of

timeliness of useful crash data for analysis; and lack of accuracy and consistency across the various geolocation efforts which creates major concerns about the integrity of the data and therefore raises questions about the validity of any crash analysis that depends upon it. Signal Four Analytics' Geo-Location tool resolves the issues stated above by allowing crashes and citations to be geolocated at the time of report completion therefore the timely geolocated data will be immediately available after the report is submitted to the state repository. This solution will improve traffic records data by means of timeliness, completeness, accuracy, uniformity, accessibility, and integration for Florida's Crash, Citation/Adjudication, EMS/Injury Surveillance and Roadway data systems.

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

Budget: **\$168,567**

Work Zone Safety

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

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

STRATEGIES

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

EFFECTIVENESS OF PROGRAM

The effectiveness of the following programs has been documented by the National Highway Traffic Safety Administration in their *Countermeasures that Work: Ninth Edition, 2017 guide*. See the following section(s):

- *Communications and Outreach* (CTW, Chapter 2: Pages 22-25; Chapter 4, Pages 17-19; Chapter 8: Pages 8-28)

Project Name: Operation I-Spy
Implementing Agency: Nassau County Sheriff's Office
Project Number: RS-20-15-01
Funding Source: 402
Project Description: The Nassau County Sheriff's Office will receive funding to conduct speed and aggressive driving countermeasures on State Road 200 in designated work zones. Funding will be used to cover overtime salaries and benefits for successful enforcement. The goal of the project is to reduce crashes, serious injuries, and fatalities in the area by 5% using data-driven approaches.
Budget: \$30,000

Project Name: Safer Drivers, Safer Work Zones
Implementing Agency: Tampa Police Department
Project Number: RS-20-15-02
Funding Source: 402
Project Description: The Tampa Police Department will receive funding for overtime salaries and benefits along with one speed sign board advisory trailer to conduct high visibility enforcement in work zones. The police department will also use overtime funds to participate in community events and presentations to educate the public on the importance of driving responsibly in work zones. The goal of the project is to reduce crashes, serious injuries, and fatalities in the area by 5% using data-driven approaches.
Budget: \$33,000

Project Name: Sheriff's Work Zone Safety Project
Implementing Agency: Highlands County Sheriff's Office
Project Number: RS-20-15-03
Funding Source: 402
Project Description: The Highlands County Sheriff's office will receive funding for overtime salaries and benefits to conduct high visibility enforcement in work zones in the city of Avon Park. The goal of the project is to reduce crashes, serious injuries, and fatalities in the area by 5% using data-driven approaches.
Budget: \$10,000



Florida FY2020 HSP - Project List

Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	Funding Amount
402	Aging Road Users	CP-20-04-09	Pepper Institute on Aging and Public Policy	Safe Mobility for Life Coalition	\$350,000.00
402	Aging Road Users	CP-20-04-10	University of Florida - Institute for Mobility, Activity, and Participation	Aging Road User Information Systems 2019-2020	\$182,469.00
402	Aging Road Users	CP-20-04-11	Apopka Police Department	Assisting Aging Road Users	\$1,250.00
402	Aging Road Users	CP-20-04-12	Broward Sheriff's Office	65+ Grand Drivers	\$14,000.00
402	Aging Road Users	CP-20-04-13	Coral Springs Police Department	Coral Springs Aging Road User Program	\$4,500.00
402	Aging Road Users	CP-20-04-14	Fruitland Park Police Department	Operation Fountain of Y.O.U.T.H.	\$3,000.00
402	Aging Road Users	CP-20-04-15	Lee County Sheriff's Office	Seniors Driving Safely Program	\$10,000.00
402	Community Traffic Safety Outreach	CP-20-04-01	Florida Department of Transportation - District 1	Public Information and Education Program - District 1	\$30,000.00
402	Community Traffic Safety Outreach	CP-20-04-02	Florida Department of Transportation - District 2	Public Information and Education Program - District 2	\$30,000.00
402	Community Traffic Safety Outreach	CP-20-04-03	Florida Department of Transportation District 3	Public Information and Education Program - District 3	\$30,000.00
402	Community Traffic Safety Outreach	CP-20-04-04	Florida Department of Transportation - District 4	Public Information and Education Program - District 4	\$30,000.00
402	Community Traffic Safety Outreach	CP-20-04-05	Florida Department of Transportation District 5	Public Information and Education Program - District 5	\$30,000.00
402	Community Traffic Safety Outreach	CP-20-04-06	Florida Department of Transportation - District 6	Public Information and Education Program - District 6	\$30,000.00 \$50,000.00
402	Community Traffic Safety Outreach	CP-20-04-07	Florida Department of Transportation District 7	Public Information and Education Program - District 7	\$30,000.00
402	Community Traffic Safety Outreach	CP-20-04-08	Center for Urban Transportation Research	Community Traffic Safety Support	\$274,500.00
402	Distracted Driving	DD-20-04-01	Center for Urban Transportation Research	Distracted Driving Outreach Program	\$26,000.00
402	Distracted Driving	DD-20-04-02	Apopka Police Department	Apopka Distracted Driving Program	\$10,500.00
402	Distracted Driving	DD-20-04-03	Broward Sheriff's Office	Broward Distracted Driving Program	\$11,000.00
402	Distracted Driving	DD-20-04-04	Calhoun County Sheriff's Office	Calhoun County Distracted Driving Program	\$10,500.00
402	Distracted Driving	DD-20-04-05	Coral Springs Police Department	Coral Springs Distracted Driving Program	\$10,500.00
402	Distracted Driving	DD-20-04-06	Gainesville Police Department	Gainesville Distracted Driving Program	\$10,500.00
402	Distracted Driving	DD-20-04-07	Jupiter Police Department	Jupiter Distracted Driving Program	\$10,500.00
402	Impaired Driving	AL-20-05-01	Center for Urban Transportation Research	Florida Impaired Driving Coalition	\$153,932.00
402	Impaired Driving	AL-20-05-02	Florida Department of Law Enforcement	Improving Highway Safety Through Data Analysis	\$449,064.00
402	Impaired Driving	AL-20-05-03	Office of Executive Director	DUI Centralized Repository Database	\$200,000.00
405(d)	Impaired Driving	MSCS-20-06-01	The District Board of Trustees of Tallahassee Community College	Traffic Safety Resource Prosecutor Program (TSRP)	\$451,882.00
405(d)	Impaired Driving	MSHVE-20-06-01	Cape Coral Police Department	Cape Coral Impaired Driving Education and Enforcement	\$45,000.00
405(d)	Impaired Driving	MSHVE-20-06-02	Apopka Police Department	Arresting Impaired Motorists	\$10,000.00
405(d)	Impaired Driving	MSHVE-20-06-03	Bay County Sheriff's Office	Enhanced Impaired Driving Enforcement Overtime	\$30,000.00
405(d)	Impaired Driving	MSHVE-20-06-04	Bradenton Police Department	Bradenton Police Department Operation "Don't Drive Drunk"	\$20,000.00
405(d)	Impaired Driving	MSHVE-20-06-05	Boynton Beach Police Department	Boynton Beach Impaired Driving Enforcement	\$50,000.00
405(d)	Impaired Driving	MSHVE-20-06-06	Lee County Sheriff's Office	Impaired Driving Enforcement and Education Program	\$53,000.00

Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	Funding Amount
405(d)	Impaired Driving	M5HVE-20-06-07	Bradford County Sheriff's Office	Bradford County Impaired Driving Enforcement	\$35,000.00
405(d)	Impaired Driving	M5HVE-20-06-08	Pensacola Police Department	Impaired Driving Enforcement Grant FY2020	\$46,000.00
405(d)	Impaired Driving	M5HVE-20-06-09	Wauchula Police Department	Operation, Outreach, Education, and Enforcement Impaired Driving Safety Program	\$20,000.00
405(d)	Impaired Driving	M5HVE-20-06-10	Putnam County Sheriff's Office	Impaired Driving Task Force 2019-2020	\$11,500.00
405(d)	Impaired Driving	M5HVE-20-06-11	Hillsborough County Sheriff's Office	Operation Trident: Outreach, Education, and Enforcement	\$130,000.00
405(d)	Impaired Driving	M5HVE-20-06-12	Pinellas County Sheriff's Office	Impaired Driving Enhancement Project	\$40,000.00
405(d)	Impaired Driving	M5HVE-20-06-13	Palm Beach County Sheriff's Office	City of Lake Worth Impaired Driving Strategy	\$30,000.00
405(d)	Impaired Driving	M5HVE-20-06-14	Tampa Police Department	Last Call	\$196,250.00
405(d)	Impaired Driving	M5HVE-20-06-15	Gainesville Police Department	City of Gainesville Safe Gator	\$30,000.00
405(d)	Impaired Driving	M5HVE-20-06-16	Orlando Police Department	Orlando Police Department Impaired Driving Enforcement Team	\$100,000.00
405(d)	Impaired Driving	M5HVE-20-06-17	Santa Rosa County Sheriff's Office	Impaired Driving - A Problem That Affects Us All	\$50,000.00
405(d)	Impaired Driving	M5HVE-20-06-18	Miami-Dade Police Department	Specialized Enforcement Operations Targeting Impaired Driving	\$225,000.00
405(d)	Impaired Driving	M5HVE-20-06-19	Highlands County Sheriff's Office	Sheriff's Strategic Enforcement Project	\$20,000.00
405(d)	Impaired Driving	M5HVE-20-06-20	Baker County Sheriff's Office	Baker County Sheriff's Office Impaired Driving Program	\$25,000.00
405(d)	Impaired Driving	M5HVE-20-06-21	Columbia County Sheriff's Office	Enhanced Impaired Driving Enforcement	\$50,000.00
405(d)	Impaired Driving	MSX-20-06-01	Mothers Against Drunk Driving (MADD) Florida	MADD Florida Safe and Aware	\$295,000.00
405(d)	Impaired Driving	MSX-20-06-02	Institute of Police Technology and Management	Drug Recognition Expert (DRE) Call-Out	\$30,000.00
405(d)	Impaired Driving	MSX-20-06-03	The Meagan Napier Foundation	Value Life	\$16,500.00
405(d)	Impaired Driving	MSX-20-06-04	Institute of Police Technology and Management	Impaired Driving Media Awareness Survey	\$60,000.00
402	Motorcycle Safety	MC-20-10-01	Center for Urban Transportation Research	Florida's Comprehensive Motorcycle Safety Program	\$500,500.00
402	Motorcycle Safety	MC-20-10-02	Center for Urban Transportation Research	Motorcycle Program Evaluation and Data Collection	\$110,000.00
402	Motorcycle Safety	MC-20-10-03	University of Miami	Motorcycle Education and Injury Prevention Program in Trauma Centers	\$199,192.00
402	Motorcycle Safety	MC-20-10-04	Osceola County Sheriff's Office	Safe Motorcycle and Rider Techniques (SMART)	\$60,000.00
402	Motorcycle Safety	MC-20-10-05	Florida State University Police Department	Preventing Street Racing Through Legal Alternatives	\$82,500.00
402	Motorcycle Safety	MC-20-10-06	Gainesville Police Department	CITY OF GAINESVILLE MOTORCYCLE/SCOOTER SAFETY AND EDUCATION PROGRAM	\$42,500.00
402	Motorcycle Safety	MC-20-10-07	Institute of Police Technology and Management	Motorcycle Awareness Survey	\$60,000.00
402	Motorcycle Safety	MC-20-10-08	Center for Urban Transportation Research	Statewide Implementation of Mentorship Program for Every Rider (MEPER)	\$54,773.00
402	Motorcycle Safety	MC-20-10-09	Tampa Police Department	Motorcycle Operator Street-Survival Skills	\$91,000.00
402	Motorcycle Safety	MC-20-10-10	Jacksonville Sheriff's Office	Jacksonville Sheriff's Office SMART Motorcycle Program	\$22,500.00
402	Motorcycle Safety	MC-20-10-11	Hillsborough County Sheriff's Office	HCSO Triple L: Listen, Learn, and Live Motorcycle Education and Safety Program	\$100,000.00
402	Motorcycle Safety	MC-20-10-12	City of Miami Police Department	Motorcycle Safety Initiative Overtime Patrol Project	\$50,000.00
402	Motorcycle Safety	MC-20-10-13	Broward Sheriff's Office	Broward Motorcycle Safety Enforcement Program	\$90,000.00

Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	Funding Amount
402	Motorcycle Safety	MC-20-10-14	Delray Beach Police Department	Delray Beach Police Motorcycle Safety/Enforcement Program	\$20,000.00
402	Motorcycle Safety	MC-20-10-15	Daytona Beach Police Department	Increasing the Safety of Motorcyclists Through Enforcement and Education	\$55,000.00
402	Motorcycle Safety	MC-20-10-16	Ocala Police Department	Motorcycle Safety Program	\$23,905.00
405(b)	Occupant Protection and Child Passenger Safety	M2HVE-20-20-01	Apopka Police Department	Buckle Up, Save Yourself.	\$3,750.00
405(b)	Occupant Protection and Child Passenger Safety	M2HVE-20-20-02	Baker County Sheriff's Office	Baker County Sheriff's Office Occupant Protection Program	\$15,000.00
405(b)	Occupant Protection and Child Passenger Safety	M2HVE-20-20-03	Boynton Beach Police Department	Boynton Beach Occupant Protection and Child Passenger Safety Program	\$10,000.00
405(b)	Occupant Protection and Child Passenger Safety	M2HVE-20-20-04	Broward Sheriff's Office	Operation Buckle Up	\$20,000.00
405(b)	Occupant Protection and Child Passenger Safety	M2HVE-20-20-05	DeFuniak Springs Police Department	DeFuniak Springs Vehicle Occupant Safety Program	\$10,000.00
405(b)	Occupant Protection and Child Passenger Safety	M2HVE-20-20-06	Delray Beach Police Department	Delray Beach Occupant Protection and Child Passenger Safety Program	\$25,000.00
405(b)	Occupant Protection and Child Passenger Safety	M2HVE-20-20-07	Homestead Police Department	Homestead Occupant Protection Program	\$40,000.00
405(b)	Occupant Protection and Child Passenger Safety	M2HVE-20-20-08	Lake City Police Department	Lake City Strategic Traffic Enforcement Program (STEP) - Occupant Protection	\$15,000.00
405(b)	Occupant Protection and Child Passenger Safety	M2HVE-20-20-09	Live Oak Police Department	Occupant Protection 2020	\$10,000.00
405(b)	Occupant Protection and Child Passenger Safety	M2HVE-20-20-10	Miami-Dade Police Department	Miami-Dade Police Department Occupant Protection and Child Passenger Safety Program	\$100,000.00
405(b)	Occupant Protection and Child Passenger Safety	M2HVE-20-20-11	Palm Beach County Sheriff's Office	Palm Beach County Occupant Protection Community Wide Strategy	\$80,000.00
405(b)	Occupant Protection and Child Passenger Safety	M2HVE-20-20-12	Suwannee County Sheriff Office	Suwannee County Occupant Protection Program	\$15,000.00
405(b)	Occupant Protection and Child Passenger Safety	M2HVE-20-20-13	Ocala Police Department	Occupant Protection and Child Passenger Safety Program	\$3,000.00
405(b)	Occupant Protection and Child Passenger Safety	M2HVE-20-20-14	Tampa Police Department	Sit Tight and Belt Right	\$45,000.00
405(b)	Occupant Protection and Child Passenger Safety	M2HVE-20-20-15	Wauchula Police Department	Wauchula Police Department Occupant Protection and Child Safety Program	\$10,000.00
405(b)	Occupant Protection and Child Passenger Safety	M2X-20-20-01	University of Florida Transportation Technology Transfer (T2) Center	Florida's Occupant Protection Resource Center	\$400,000.00
405(b)	Occupant Protection and Child Passenger Safety	M2X-20-20-02	Institute of Police Technology and Management	Statewide Safety Belt and Child Passenger Safety Surveys	\$321,000.00
402	Occupant Protection and Child Passenger Safety	OP-20-02-01	University of Florida Transportation Technology Transfer (T2) Center	Florida's Occupant Protection Coalition	\$105,600.00
405(e)	Paid Media - Distracted Driving	PM-20-07-01 FESPE-20-07-01	FDOT State Safety Office	Distracted Driving Media Campaign	\$623,584.21
405(d)	Paid Media - Impaired Driving	M5PEM-20-16-01	Center for Urban Transportation Research	Impaired Driving Campaign Development	\$40,000.00
405(d)	Paid Media - Impaired Driving	M5PEM-20-16-03	FDOT State Safety Office	Impaired Driving Statewide Media Campaign	\$650,000.00
405(d)	Paid Media - Impaired Driving	M5PEM-20-16-04	The District Board of Trustees of Tallahassee Community College	Impaired Driving Professional Sports Marketing	\$2,000,000.00
405(d)	Paid Media - Impaired Driving	M5PEM-20-16-05	The District Board of Trustees of Tallahassee Community College	Impaired Driving Major College Sports Marketing	\$459,000.00
405(d)	Paid Media - Impaired Driving	M5PEM-20-16-06	The District Board of Trustees of Tallahassee Community College	Impaired Driving Sports Media Campaign	\$216,000.00
405(d)	Paid Media - Motorcycle Safety	M5PEM-20-16-02	Center for Urban Transportation Research	Impaired Motorcyclist PSA Campaign	\$300,000.00
405(f)	Paid Media - Motorcycle Safety	M9MA-20-11-01	Center for Urban Transportation Research	Share the Road PSA Campaign	\$225,500.00
402	Paid Media - Motorcycle Safety	PM-20-07-03	Center for Urban Transportation Research	Motorcycle Safety Paid Media Campaign	\$175,000.00
405(b)	Paid Media - Occupant Protection	M2PEM-20-20-01	FDOT State Safety Office	Florida Click It or Ticket Media Campaign	\$900,000.00
405(b)	Paid Media - Occupant Protection	M2PEM-20-20-02	Center for Urban Transportation Research	Occupant Protection and Child Passenger Safety Campaign Development	\$25,000.00

Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	Funding Amount
405(h)	Paid Media - Pedestrian and Bicycle Safety	FHPE-20-07-01	Institute of Police Technology and Management	Pedestrian and Bicycle Safety Public Education Program - Transit Advertising	\$200,000.00
405(h)	Paid Media - Pedestrian and Bicycle Safety	FHPE-20-07-02	Institute of Police Technology and Management	Pedestrian and Bicycle Safety Public Education Program - Billboard Advertising	\$200,000.00
402	Paid Media - Rail Crossing	PM-20-07-01	FDOT State Safety Office	Railroad Crossing Safety Media Campaign	\$200,000.00
402	Paid Media - Work Zone Safety	PM-20-07-02	Center for Urban Transportation Research	Work Zone Safety Campaign	\$100,000.00
405(h)	Pedestrian and Bicycle Safety	FHTR-20-07-01	Institute of Police Technology and Management	Pedestrian and Bicycle Law Enforcement Training: Laws, Procedures, and Best Practices	\$500,000.00
405(h)	Pedestrian and Bicycle Safety	FHX-20-07-01	Institute of Police Technology and Management	Florida's Pedestrian and Bicycle Safety High Visibility Enforcement Campaign	\$500,000.00
402	Pedestrian and Bicycle Safety	PS-20-08-01	Institute of Police Technology and Management	Florida's Comprehensive Pedestrian and Bicycle Safety Program	\$650,000.00
402	Pedestrian and Bicycle Safety	PS-20-08-02	Institute of Police Technology and Management	Pedestrian and Bicycle Program Evaluation and Data Collection	\$250,000.00
402	Pedestrian and Bicycle Safety	PS-20-08-03	University of Florida Transportation Technology Transfer (T2) Center	Florida's Pedestrian and Bicycle Safety Resource Center	\$602,560.00
402	Pedestrian and Bicycle Safety	PS-20-08-04	Institute of Police Technology and Management	Florida's Pedestrian and Bicycle High Visibility Enforcement Recruitment and Retention Program	\$150,000.00
402	Pedestrian and Bicycle Safety	PS-20-08-05	Safe Routes to School National Partnership	National Safe Routes to School Conference	\$35,000.00
402	Pedestrian and Bicycle Safety	PS-20-08-06	Okaloosa County Sheriff's Office	Enhanced Pedestrian/Bicycle Safety Enforcement	\$13,000.00
402	Planning and Administration	PA-20-01-01	FDOT State Safety Office	Operation of the Highway Traffic Safety Grant Section	\$250,000.00 \$350,000.00
402	Planning and Administration	PA-20-01-02	FDOT State Safety Office	Highway Safety Travel and Training	\$70,000.00
402	Planning and Administration	PA-20-01-03	The District Board of Trustees of Tallahassee Community College	Traffic Safety Fiscal Assistant	\$50,000.00 \$35,000.00
405(b)	Police Traffic Services - LEL	M2X-20-03	Institute of Police Technology and Management	Florida Law Enforcement Liaison Occupant Protection Awareness Program	\$100,000.00
405(d)	Police Traffic Services - LEL	M5X-20-06-05	Institute of Police Technology and Management	Florida Law Enforcement Liaison Impaired Driving Awareness Program	\$100,000.00
402	Police Traffic Services - LEL	PT-20-12-01	Institute of Police Technology and Management	Florida Law Enforcement Liaison Program	\$950,000.00
402	Police Traffic Services - LEL	PT-20-12-02	Institute of Police Technology and Management	Florida Law Enforcement Traffic Safety Challenge Recognition and Training Event	\$150,000.00
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-01	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing	\$178,500.00 \$225,000.00
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-02	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing Instructor Development	\$19,875.00
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-03	Institute of Police Technology and Management	DWI Detection and Standardized Field Sobriety Testing Instructor Update	\$5,625.00
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-04	Institute of Police Technology and Management	Advanced Roadside Impaired Driving Enforcement (ARIDE)	\$39,000.00 \$150,000.00
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-05	Institute of Police Technology and Management	Medical Foundations of Visual Systems Testing	\$35,700.00
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-06	Institute of Police Technology and Management	Marijuana Impaired Driving Detection for Law Enforcement (MIDDLE)	\$58,500.00 \$100,000.00
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-07	Institute of Police Technology and Management	Advanced Marijuana Impaired Driving Detection for Law Enforcement	\$19,500.00
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-08	Institute of Police Technology and Management	Drug Evaluation and Classification Program	\$400,000.00
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-09	Florida Department of Law Enforcement: Alcohol Testing Program	Improving the Effectiveness of Expert Witness Testimony with Training and Continuing Education	\$50,000.00
405(d)	Public Traffic Safety Professionals Training	MSTR-20-12-10	Florida Department of Highway Safety and Motor Vehicles	Legal Training for the Bureau of Administrative Reviews and Law Enforcement	\$110,000.00
402	Public Traffic Safety Professionals Training	PT-20-12-03	The District Board of Trustees of Tallahassee Community College	Crash Scene Mapping with Speed Lasers Training	\$26,250.00
402	Public Traffic Safety Professionals Training	PT-20-12-04	The District Board of Trustees of Tallahassee Community College	Traffic Crash Reconstruction Training	\$40,000.00

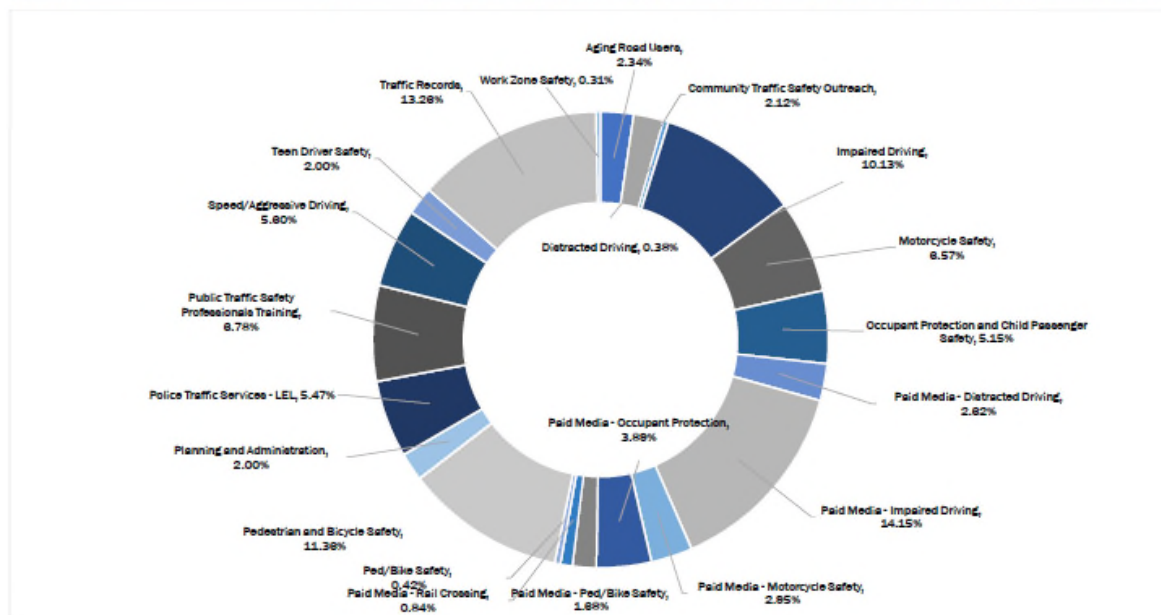
Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	Funding Amount
402	Public Traffic Safety Professionals Training	PT-20-12-05	The District Board of Trustees of Tallahassee Community College	Basic Traffic Homicide Investigation Training	\$68,250.00
402	Public Traffic Safety Professionals Training	PT-20-12-06	The District Board of Trustees of Tallahassee Community College	Advanced Traffic Homicide Investigation Training	\$30,000.00
402	Public Traffic Safety Professionals Training	PT-20-12-07	The District Board of Trustees of Tallahassee Community College	Speed Measurement Training	\$30,000.00
402	Public Traffic Safety Professionals Training	PT-20-12-08	The District Board of Trustees of Tallahassee Community College	Speed Measurement Instructor Training	\$28,350.00
402	Public Traffic Safety Professionals Training	PT-20-12-09	Institute of Police Technology and Management	Data-Driven Approaches to Crime and Traffic Safety (DDACTS)	\$44,625.00
402	Public Traffic Safety Professionals Training	PT-20-12-10	Institute of Police Technology and Management	Event Data Recorder Use in Traffic Crash Reconstruction - Level I	\$39,750.00
402	Public Traffic Safety Professionals Training	PT-20-12-11	Institute of Police Technology and Management	Human Factors in Traffic Crash Reconstruction	\$49,225.00
402	Public Traffic Safety Professionals Training	PT-20-12-12	Institute of Police Technology and Management	Investigation of Motorcycle Crashes - Level I	\$39,750.00
402	Public Traffic Safety Professionals Training	PT-20-12-13	Institute of Police Technology and Management	Pedestrian/Bicycle Crash Investigation - Level I	\$39,750.00
402	Public Traffic Safety Professionals Training	PT-20-12-14	Institute of Police Technology and Management	Police Motorcycle Instructor	\$60,000.00
402	Speed/Aggressive Driving	SC-20-13-01	Bay County Sheriff's Office	Speed and Aggressive Driving Grant	\$50,000.00
402	Speed/Aggressive Driving	SC-20-13-02	Coral Springs Police Department	Speed/Aggressive Driving	\$30,000.00
402	Speed/Aggressive Driving	SC-20-13-03	Broward Sheriff's Office	Broward Aggressive-Speed Enforcement (BASE)	\$100,000.00
402	Speed/Aggressive Driving	SC-20-13-04	Citrus County Sheriff's Office	Just Drive Citrus - Speed and Aggressive Driving	\$46,000.00
402	Speed/Aggressive Driving	SC-20-13-05	Apopka Police Department	Heavy Enforcement of Aggressive Traffic	\$15,000.00
402	Speed/Aggressive Driving	SC-20-13-06	Boynton Beach Police Department	Boynton Beach Speed and Aggressive Driving Program	\$50,000.00
402	Speed/Aggressive Driving	SC-20-13-07	Bradenton Police Department	No Need For Speed	\$30,000.00
402	Speed/Aggressive Driving	SC-20-13-08	Daytona Beach Police Department	Obeey the Sign or Pay the Fine Program	\$47,000.00
402	Speed/Aggressive Driving	SC-20-13-09	Delray Beach Police Department	Speed/Aggressive Driving Enforcement Program	\$50,000.00
402	Speed/Aggressive Driving	SC-20-13-10	Fort Myers Police Department	Aggressive Driving Initiative	\$40,000.00
402	Speed/Aggressive Driving	SC-20-13-11	Hollywood Police Department	2020 Speed and Aggressive Driving Grant	\$40,000.00
402	Speed/Aggressive Driving	SC-20-13-12	Lake City Police Department	Strategic Traffic Enforcement Program	\$40,000.00
402	Speed/Aggressive Driving	SC-20-13-13	Live Oak Police Department	Speed & Aggressive Driving 2020	\$20,000.00
402	Speed/Aggressive Driving	SC-20-13-14	City of Miami Police Department	2020 Speed/Aggressive Driving Program	\$185,000.00
402	Speed/Aggressive Driving	SC-20-13-15	Panama City Beach Police Department	Outreach Program to Fight Against Speed and Aggressive Driving	\$50,000.00
402	Speed/Aggressive Driving	SC-20-13-16	Hillsborough County Sheriff's Office	Speed: Know Your Limits	\$110,000.00
402	Speed/Aggressive Driving	SC-20-13-17	Taylor County Sheriff's Office	Speed and Aggressive Driving 2020	\$26,000.00
402	Speed/Aggressive Driving	SC-20-13-18	Lee County Sheriff's Office	Speed and Aggressive Driving Enforcement and Education Program	\$70,000.00
402	Speed/Aggressive Driving	SC-20-13-19	Miami-Dade Police Department	Speeding and Aggressive Driving Grant	\$40,000.00
402	Speed/Aggressive Driving	SC-20-13-20	Okaloosa County Sheriff's Office	Stop Speed and Aggressive Driving	\$30,000.00
402	Speed/Aggressive Driving	SC-20-13-21	Palm Beach County Sheriff's Office	Speed and Aggressive Driving Initiative	\$100,000.00
402	Speed/Aggressive Driving	SC-20-13-22	Pinellas County Sheriff's Office	Strategic Policing through Education and Enforcement for Drivers	\$100,000.00

Funding Source	FDOT Program Area	Project Number	Implementing Agency	Project Name	Funding Amount
402	Speed/Aggressive Driving	SC-20-13-23	St. Johns County Sheriff's Office	Traffic Safety Services Initiative	\$20,000.00
402	Speed/Aggressive Driving	SC-20-13-24	Holly Hill Police Department	2020 Aggressive Driving and Speed Enforcement Program	\$42,000.00
402	Teen Driver Safety	TSP-20-04-01	The District Board of Trustees of Tallahassee Community College	Florida Teen Traffic Safety	\$282,852.00
402	Teen Driver Safety	TSP-20-04-02	Florida Department of Highway Safety and Motor Vehicles	Drive With CARE	\$40,000.00
402	Teen Driver Safety	TSP-20-04-03	Children and Parent Resource Group, Inc.	Life Changing Experience Community Education Project	\$52,000.00
402	Teen Driver Safety	TSP-20-04-04	Apopka Police Department	Apopka Reinforces Teen Safety	\$5,000.00
402	Teen Driver Safety	TSP-20-04-05	Coral Springs Police Department	Teen Driver Safety	\$25,000.00
402	Teen Driver Safety	TSP-20-04-06	Hillsborough County Sheriff's Office	Teen Driver Education and Enforcement Operation	\$50,000.00
402	Teen Driver Safety	TSP-20-04-07	Street Racing Made Safe Street Racing Prevention: Teen Driving Program	Street Racing Made Safe - Teen Implementation	\$20,000.00
405(c)	Traffic Records	M3DA-20-18-01	Florida State University	Traffic and Criminal Software (TraCS) Support, Enhancement, and Training	\$871,000.00 \$886,000.00
405(c)	Traffic Records	M3DA-20-18-02	Florida Department of Highway Safety and Motor Vehicles	Crash and Uniform Traffic Citation (UTC) Data Improvement	\$124,594.00
405(c)	Traffic Records	M3DA-20-18-03	Florida Department of Health, DEPCS, Bureau of Emergency Medical Oversight	Field Data Collection for National EMS Information System (NEMSIS)	\$439,955.00
405(c)	Traffic Records	M3DA-20-18-04	University of Florida	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	\$377,418.00
405(c)	Traffic Records	M3DA-20-18-05	University of Florida	Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations	\$168,567.00
402	Traffic Records	TR-20-09-01	The District Board of Trustees of Tallahassee Community College	Traffic Records Coordinating Committee Support	\$27,500.00
402	Traffic Records	TR-20-09-02	Florida State University (FSU)	Electronic License and Vehicle Information System (ELVIS)	\$518,833.00
402	Traffic Records	TR-20-09-03	University of Florida	Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality - Phase I	\$410,000.00
402	Traffic Records	TR-20-09-04	University of Florida	Central Crash Data Repository and Improved Crash Data Quality - Phase I	\$200,000.00
402	Work Zone Safety	R5-20-15-01	Nassau County Sheriff's Office	Operation I-SPY	\$30,000.00
402	Work Zone Safety	R5-20-15-02	Tampa Police Department	Safer Drivers, Safer Work Zones	\$33,000.00
402	Work Zone Safety	R5-20-15-03	Highlands County Sheriff's Office	Sheriff's Work Zone Safety Project	\$10,000.00

Florida FY2020 HSP - FDOT Financial Summary

FY 2020 Highway Safety Plan
FDOT Financial Summary

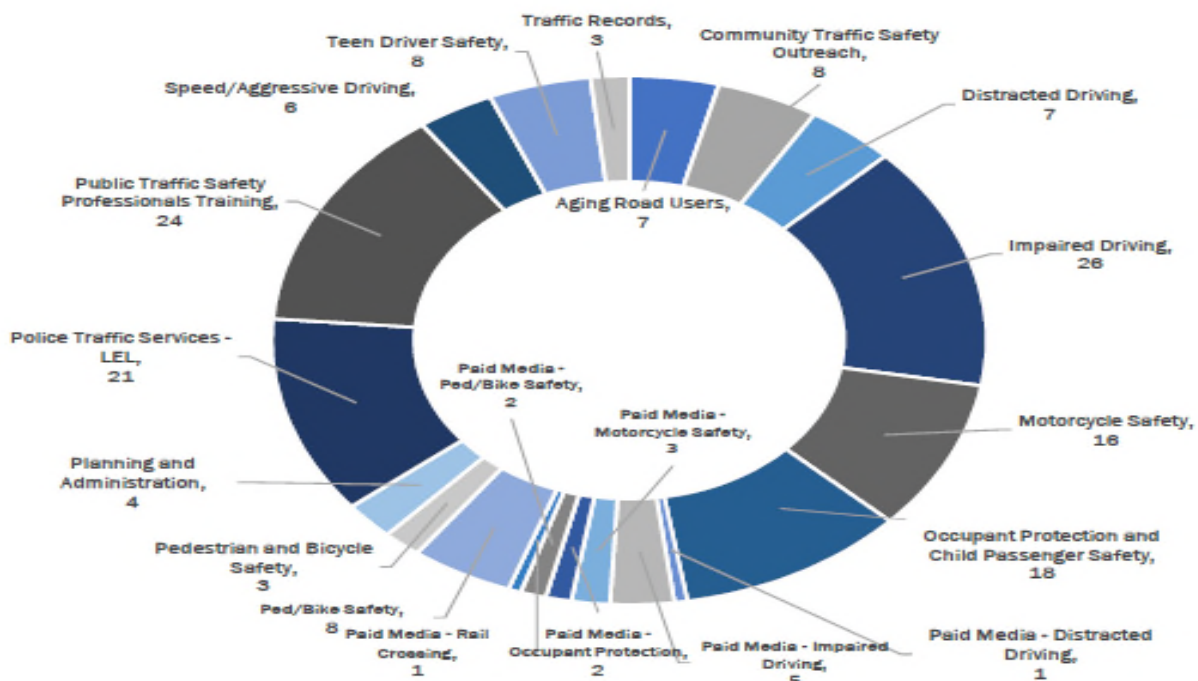
Sum of Final Funding Amount FDOT Program Area	Funding Source	402	405(b)	405(c)	405(d)	405(e)	405(f)	405(h)	Grand Total	Percentage
Aging Road Users	\$	555,219							\$ 555,219	2.34%
Community Traffic Safety Outreach	\$	504,500							\$ 504,500	2.12%
Distracted Driving	\$	89,500							\$ 89,500	0.38%
Impaired Driving	\$	353,932			\$ 2,053,632				\$ 2,407,564	10.13%
Motorcycle Safety	\$	1,561,870							\$ 1,561,870	6.57%
Occupant Protection and Child Passenger Safety	\$	105,600	\$ 1,119,750						\$ 1,225,350	5.15%
Paid Media - Distracted Driving						\$ 623,584			\$ 623,584	2.62%
Paid Media - Impaired Driving					\$ 3,365,000				\$ 3,365,000	14.15%
Paid Media - Motorcycle Safety	\$	175,000			\$ 300,000		\$ 225,500		\$ 700,500	2.95%
Paid Media - Occupant Protection			\$ 925,000						\$ 925,000	3.89%
Paid Media - Pedestrian and Bicycle Safety								\$ 400,000	\$ 400,000	1.68%
Paid Media - Rail Crossing	\$	200,000							\$ 200,000	0.84%
Paid Media - Work Zone Safety	\$	100,000							\$ 100,000	0.42%
Pedestrian and Bicycle Safety	\$	1,700,560						\$ 1,000,000	\$ 2,700,560	11.36%
Planning and Administration	\$	475,000							\$ 475,000	2.00%
Police Traffic Services - LEL	\$	1,100,000	\$ 100,000		\$ 100,000				\$ 1,300,000	5.47%
Public Traffic Safety Professionals Training	\$	485,950			\$ 1,115,700				\$ 1,611,650	6.78%
Speed/Aggressive Driving	\$	1,331,000							\$ 1,331,000	5.60%
Teen Driver Safety	\$	474,832							\$ 474,832	2.00%
Traffic Records	\$	1,156,333		\$ 1,996,534					\$ 3,152,867	13.26%
Work Zone Safety	\$	73,000							\$ 73,000	0.31%
Grand Total	\$	10,452,316	\$ 2,144,750	\$ 1,996,534	\$ 6,934,332	\$ 623,584	\$ 225,500	\$ 1,400,000	\$ 23,777,016	100.00%



Florida FY2020 HSP - FDOT Project Count

FY 2020 Highway Safety Plan Count of Projects

FDOT Program Area	Count of Projects	Funding
Aging Road Users	7	\$ 555,219
Community Traffic Safety Outreach	8	\$ 504,500
Distracted Driving	7	\$ 89,500
Impaired Driving	29	\$ 2,407,564
Motorcycle Safety	16	\$ 1,561,870
Occupant Protection and Child Passenger Safety	18	\$ 1,225,350
Paid Media - Distracted Driving	1	\$ 623,584
Paid Media - Impaired Driving	5	\$ 3,365,000
Paid Media - Motorcycle Safety	3	\$ 700,500
Paid Media - Occupant Protection	2	\$ 925,000
Paid Media - Pedestrian and Bicycle Safety	2	\$ 400,000
Paid Media - Rail Crossing	1	\$ 200,000
Paid Media - Work Zone Safety	1	\$ 100,000
Pedestrian and Bicycle Safety	8	\$ 2,700,560
Planning and Administration	3	\$ 475,000
Police Traffic Services - LEL	4	\$ 1,300,000
Public Traffic Safety Professionals Training	22	\$ 1,611,650
Speed/Aggressive Driving	24	\$ 1,331,000
Teen Driver Safety	7	\$ 474,852
Traffic Records	9	\$ 3,152,867
Work Zone Safety	3	\$ 73,000
Grand Total	180	\$ 23,777,016



Florida FY2020 HSP - \$5,000 Equipment List

Florida FY2020 HSP - \$5,000 Equipment List

FDOT Program Area					
Project Number	Funding Source	Implementing Agency / Project Name	Item	Maximum Units	Maximum Unit Cost
Aging Road Users					
N/A					
Community Traffic Safety Outreach					
N/A					
Distracted Driving					
N/A					
Impaired Driving					
AL-20-05-02	402	Florida Department of Law Enforcement / Improving Highway Safety Through Data Analysis	Agilent 6545 Q-TOF Mass Spectrometer Drug Testing Instrumentation	1	\$444,064
M5HVE-20-06-01	405 (d)	Cape Coral Police Department / Cape Coral Impaired Driving Education and Enforcement	Light Tower	1	\$8,500
M5HVE-20-06-05	405 (d)	Boynton Beach Police Department / Boynton Beach Impaired Driving Enforcement	Message Board	1	\$20,000
M5HVE-20-06-06	405 (d)	Lee County Sheriff's Office / Impaired Driving Enforcement and Education Program	Message Board	1	\$16,500
M5HVE-20-06-07	405 (d)	Bradford County Sheriff's Office / Bradford County Impaired Driving Enforcement	Intoxilyzer and Printer	1	\$10,000
M5HVE-20-06-08	405 (d)	Pensacola Police Department / Impaired Driving Enforcement Grant FY2020	Intoxilyzer and Printer	1	\$10,000
M5HVE-20-06-14	405 (d)	Tampa Police Department / Last Call	In-Car Video System	3	\$19,000
Motorcycle Safety					
N/A					
Occupant Protection					
N/A					
Paid Media					
N/A					

Florida FY2020 HSP - \$5,000 Equipment List

Pedestrian and Bicycle Safety					
N/A					
Planning and Administration					
N/A					
Police Traffic Services – LEL					
N/A					
Public Traffic Safety Professionals Training					
N/A					
Speed/Aggressive Driving					
N/A					
Teen Driver Safety					
N/A					
Traffic Records					
N/A					
Work Zone Safety					
RS-20-15-02	402	Tampa Police Department / Safer Drivers, Safer Work Zones	Speed Sign Advisory Trailer	1	\$13,000

Appendix A - Certification and Assurances for Highway Safety Grants

Certifications and Assurances for Fiscal Year 2020 Highway Safety Grants (23 U.S.C. Chapter 4 and Sec. 1906, Pub. L. 109-59, as Amended)

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

State: FLORIDA

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

GENERAL CERTIFICATIONS AND ASSURANCES

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

- I have reviewed the information in support of the State's application for 23 U.S.C. Chapter 4 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- In addition to the certifications and assurances contained in this document, I am aware and I acknowledge that each statement in the State's application bearing the designation "CERTIFICATION" or "ASSURANCE" constitutes a legal and binding Certification or Assurance that I am making in connection with this application.
- As a condition of each grant awarded, the State will use the grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants, including but not limited to—
 - 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
 - Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
 - 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
 - 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
 - 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award. If NHTSA seeks clarification of the State's application, I authorize the State Highway Safety Office to provide additional information in support of the State's application for a 23 USC Chapter 4 and Section 1906 grant.

SECTION 402 CERTIFICATIONS AND ASSURANCES

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

- The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
- The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
- At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
- The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
- The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
- The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;

- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))
- The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
- The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

In my capacity as Governor's Representative for Highway Safety, I—
[CHECK ONLY ONE]

☐ certify that automated traffic enforcement systems are not used on any public road in the State;

OR

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

OTHER REQUIRED CERTIFICATIONS AND ASSURANCES

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

Intergovernmental Review of Federal Programs

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

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, 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) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;

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

Nondiscrimination
(applies to subrecipients as well as States)

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);

- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

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

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

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

The Drug-Free Workplace Act of 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - 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-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

Restriction on State Lobbying
(applies to subrecipients as well as States)

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

Certification Regarding Debarment and Suspension
(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

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 Act

(applies to subrecipients as well as States)

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

Prohibition on Using Grant Funds to Check for Helmet Usage
(applies to subrecipients as well as States)

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

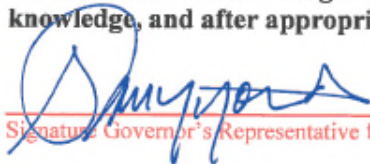
Policy on Seat Belt Use

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

Policy on Banning Text Messaging While Driving

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

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



Signature Governor's Representative for Highway Safety

6/28/19.
Date

Courtney Drummond, P.E.

Printed Name of Governor's Representative for Highway Safety

Appendix B – Incentive Grants Applications

INCENTIVE GRANTS - The State is eligible to apply for the following grants.

- | | |
|--|-------------------------------------|
| S. 405(b) Occupant Protection | <input checked="" type="checkbox"/> |
| S. 405(c) State Traffic Safety Information System Improvements | <input checked="" type="checkbox"/> |
| S. 405(d) Impaired Driving Countermeasures | <input checked="" type="checkbox"/> |
| S. 405(f) Motorcyclist Safety Grants | <input checked="" type="checkbox"/> |
| S. 405(h) Nonmotorized Safety | <input checked="" type="checkbox"/> |

Section 405(b) Occupant Protection Grants

The State of Florida hereby submits this application for the FAST Act, Section 405(b) Occupant Protection Grants. This application includes a summary of the State's qualification for each requested section of 405(b) funding, and all supporting documentation and signed certifications, as required by the Uniform Procedures for State Highway Safety Grant Programs Interim Final Rule.

Eligibility Determination:

The State of Florida hereby applies for occupant protection incentive grant funds as a lower seat belt use rate state, based on the eligibility determination criteria specified in 23 CFR 1300.21(c). The Florida 2018 statewide safety belt survey results indicate the state's safety belt usage rate was 90.6%, which falls within the high seat belt use rate of above 90.0 %, in accordance with 23 CFR 1300.21(e).

Florida's Primary Enforcement Seat Belt Use Statute is Florida Statute 316.614. The State of Florida occupant protection program area plan for fiscal year 2020 is provided in the Occupant Protection Section of this HSP. Florida will participate in the Click It or Ticket national enforcement mobilization in fiscal year 2020. Details of this participation are documented within the Click It or Ticket project of the Paid Media and Evidence Based Enforcement plan sections of this HSP. Florida's Occupant Assessment was conducted on March 11, 2016 and is in compliance with the Occupant Protection Assessment criteria for eligibility.

Attachments to this application include:

- a) A copy of the State Occupant Protection Strategic Plan
- b) A list of law enforcement agencies that participated in the FY2018 Click It or Ticket national enforcement mobilization and that we anticipate will participate in the FY2020 Click It or Ticket national enforcement mobilization
- c) A table of all Florida's active network of CPS stations and events
- d) A table of all scheduled CPS trainings for FY2020, for recruiting, training and maintenance of CPS technicians.

Section 405(c) State Traffic Safety Information System Improvement Grants

The State of Florida hereby submits this application for the FAST Act, Section 405(c) State Traffic Safety Information System Improvement Grants. This application includes a summary of the State's qualification for each requested section of 405(c) funding and all supporting documentation and signed certifications, as required by the Uniform Procedures for State Highway Safety Grant Programs Interim Final Rule.

Eligibility Determination:

The State of Florida hereby applies for traffic safety information system improvements grant based on the criteria specified in 23 CFR 1300.22. Florida has a functioning TRCC which meets four times per year with a 5-year strategic plan for traffic safety information system improvements. The most recent assessment of Florida's highway safety data and traffic records system was completed in December of 2015.

Attachments to this application include:

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

Section 405(d) Impaired Driving Countermeasures Grants

The State of Florida hereby submits this application for the FAST Act, Section 405(d) Impaired Driving Countermeasures Grants. This application includes a summary of the State's qualification for each requested section of 405(d) funding and all supporting documentation and signed certifications, as required by the Uniform Procedures for State Highway Safety Grant Programs Interim Final Rule.

Eligibility Determination:

The State of Florida hereby applies for impaired driving countermeasures grant as a mid-range state based on the criteria specified in 23 CFR 1300.23. Florida has an impaired driving coalition with a strategic plan for impaired driving.

Attachments to this appendix include:

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

Section 405(f) Motorcycle Safety Grants

The State of Florida hereby submits this application for the FAST Act, Section 405(f) Motorcyclist Safety Grants. This application includes a summary of the State's qualification for each requested section of 405(f) funding, and all supporting documentation and signed certifications, as required by the Uniform Procedures for State Highway Safety Grant Programs Interim Final Rule.

Eligibility Determination:

The State of Florida hereby applies for motorcyclist safety grant based on the criteria specified in 23 CFR 1300.25. Florida's Department of Highway Safety and Motor Vehicles (DHSMV) has the authority over motorcyclist training and using the Motorcycle Safety Foundation Basic Rider Course as introductory rider curricula. The Florida Motorcyclists Awareness Program is developed and implemented by the Florida Department of Transportation (FDOT) in conjunction with DHSMV via the Florida Motorcycle Safety Coalition. An explanation of Florida's motorcycle awareness activities can be found in the Paid Media section of this HSP. Motorcycle countermeasure activities can be found in the Motorcycle Safety Section of this HSP.

Attachments to this application include:

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

Section 405(h) Non-motorized Safety Grants

The State of Florida hereby submits this application for the FAST Act, Section 405(h) Non-motorized Safety Grants. This application includes a summary of the State's qualification for each requested section of 405(h) funding and all supporting documentation and signed certifications, as required by the Uniform Procedures for State Highway Safety Grant Programs Interim Final Rule.

Eligibility Determination:

The State of Florida hereby applies for non-motorized safety funds, based on the eligibility determination criteria specified in 23 CFR 1300.27(b). NHTSA's FARS indicate that Florida's total annual fatalities for 2017 were 3,112. Of those 3,112 fatalities, pedestrian and bicyclists fatalities were combined annual total of 779 fatalities. The combined annual total of pedestrian and bicyclists represent 25.03% of the total annual crash fatalities; therefore, exceeding the 15% eligibility requirement.

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

Attachments to this appendix include:

- a) FARS data tables indicating the total fatalities and combined total pedestrian and bicyclists fatalities and percentage of total for 2017